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The Newspaper of The Royal Navy and The Royal Naval Association

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No. 83 MAY, 1961

Published first Thursday of the month

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Britannia's six weeks in Med

AFTER the embarkation of H.M. Queen Elizabeth, the Queen Mother, at Portsmouth on April 17, the Royal Yacht Britannia sailed for six weeks in the Mediterranean. During this period, H.M. The Queen, H.R.H. the Duke of Edinburgh and T.R.H. the Duke and Duchess of Gloucester will be on board at various times.

Escorted by the frigate Salisbury as far as Gibraltar, where she made a brief call, the Royal Yacht took the Queen Mother to Tunis, arriving on April 24, for a visit to Tunisia at the invitation of the President. The Queen Mother rejoined the ship at Sousse on April 28 for passage to the Sardinian port of Cagliari where she disembarked the following day to return to Britain by air.

STATE VISIT

The Queen and the Duke of Edinburgh joined Britannia at Cagliari on April 29 sailing the same day and arriving at Naples on May 2 for their State Visit to Italy.

The destroyer *Saintes* took over escort duties from Gibraltar and the despatch vessel *Surprise* was also present for the Britannia's arrival at Cagliari. Whilst the Queen and Duke of Edinburgh were in the Royal Yacht from Cagliari to Naples, the *Saintes* was joined by the cruiser *Lion* and the destroyer *Solebay*, while warships of the Italian Navy joined the escort for the Britannia's entry into Naples Harbour.

The Queen and the Duke of Edinburgh go back on board the Britannia at the Italian Adriatic port of Ancona on May 5, where T.R.H. the Duke and Duchess of Gloucester also embark.

The destroyer *Solebay* will serve as escort ship as far as Venice, reached on May 6. There the Queen and Duke of Edinburgh leave the ship.

TOUR OF WAR GRAVES

During the remainder of her programme in the Mediterranean, the Britannia will be taking the Duke of Gloucester as President of the Imperial War Graves Commission on a tour of war graves in the Eastern Mediterranean.

Her first port of call will be Athens, where she remains from May 9 to 11, to enable the Duke and Duchess to be present at the unveiling of the Athens Memorial. Afterwards the Royal Yacht goes on to Skiatos (May 12), Salonika (May 13), Mount Athos (May 15) and Thaso (May 15). The Britannia is at Istanbul from May 18 to 20 and calls at Rhodes (May 22) and Heraklion (May 23) on her way to Suda Bay, Crete, where the Duke and Duchess disembark on May 25. The *Saintes* and *Solebay* accompany the Royal Yacht after her departure from Venice until she arrives at Istanbul. The Britannia arrives back at Portsmouth on June 5.

Faeroes' storms to heat of Persian Gulf

LOCH FADA VISITED 15 COUNTRIES

H.M.S. *Loch Fada* (Cdr. R. R. Whalley, R.N.) returned to Portsmouth on April 27 after an unusually varied commission of 18 months. During this period her ship's company have experienced the cold and the storms of the Faeroes' fishing grounds and the extreme heat and humidity of a full Persian Gulf summer, when engine-room temperatures soared to 145 deg. and when even the sea itself was 105 deg. In addition, *Loch Fada* has visited 15 different countries, and ports as varied as Thorshaven, Messina and Cochin, Mombasa and Bahrain, Massawa and Tobruk.

After a work-up at Portland in January and February, 1960, *Loch Fada* joined the Fishery Protection Squadron in March, all upperdeck personnel being issued with Arctic clothing. The cold and the storms suffered there were more than compensated for by the warm hospitality of the Faeroe Islanders on the occasions when the ship was able to visit Thorshaven and Klaksvik.

During March and April she patrolled the Faeroe's fishing grounds to ensure that there were no incidents to further complicate the International Meeting on Fishing Limits being held at that time at Geneva. Both medical and repair assistance was given on a number of occasions to British trawlers fishing in the area. Often when this happened the ship received a large and most welcome present of fresh fish from the trawler concerned. Also during March *Loch Fada* had the unusual experience of encountering the vast Russian fishing fleet then operating in the vicinity of the Shetlands.

(Continued in column 4)

TOOK HIS SUBMARINE BETWEEN THE PILES OF THE VIADUCT

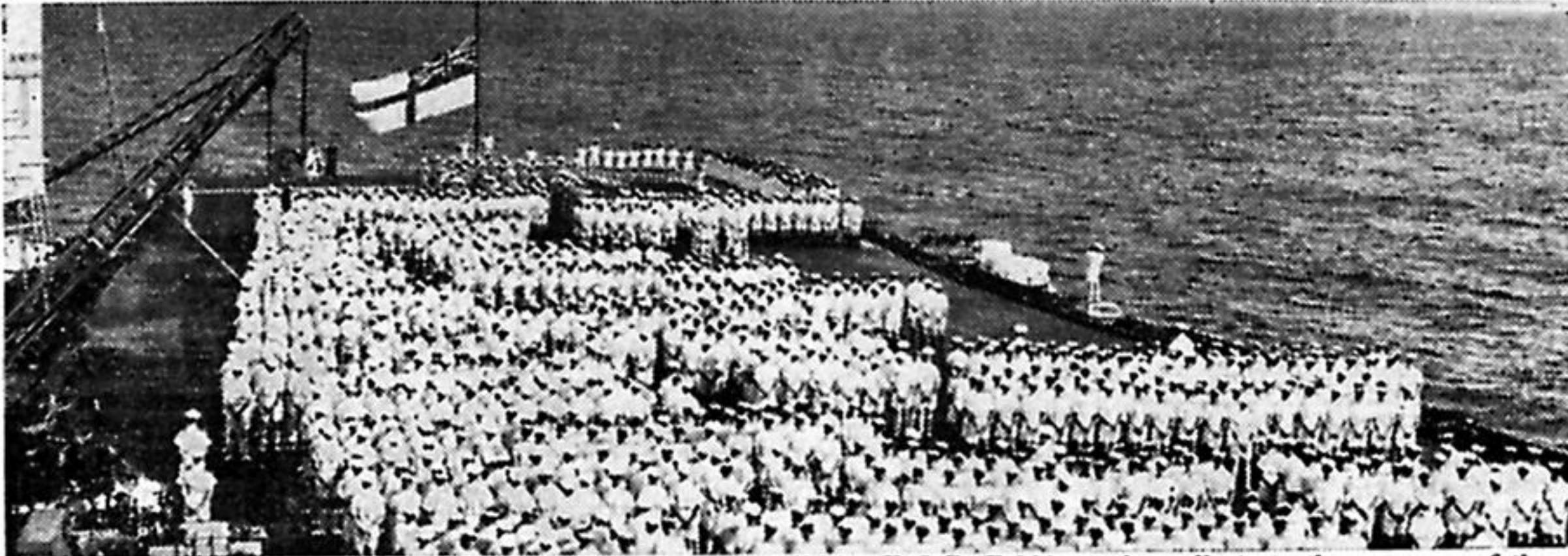
A N Allied seaborne assault was made on the German held harbour of Zeebrugge in Belgium in April, 1918, with the object of rendering the port unusable by the enemy as a naval base.

H.M. Submarine C.3, commanded by Lieutenant R. D. Sandford, Royal Navy, was given the task of blowing up the mole. It was planned that Lieutenant Sandford and his crew should take their submarine loaded with high explosives to a safe distance from the mole and there abandon her after lighting the fuse, leaving the submarine to run on to the mole under gyro steering and then blow up.

Lieutenant Sandford, however, determined to make sure of the destruction of the mole. He took the submarine right in between the piles of the viaduct before lighting the fuse and abandoning her—although he and his crew knew very well that if any of them were in the water when the submarine blew up, they would be killed outright by the force of the explosion.

Lieutenant Sandford was rescued after the incident, with two gunshot wounds. He was awarded the Victoria Cross for his gallantry. He died of typhoid fever shortly afterwards.

The Tenth Remembers the Ninth



The officers and men of H.M.S. *Hermes* (Captain D. S. Tibbets, D.S.C., R.N.), paying tribute to the memory of the previous *Hermes* (the ninth) sunk by Japanese aircraft on April 9, 1942, together with H.M.S. *Vampire*, off the east coast of Ceylon. Captain Tibbets committed a memorial cross to the sea, prayers were said and one minute's silence observed at the spot where *Hermes*, *Vampire* and their sailors were lost.

There was a short period of leave in April before finally sailing for the Gulf on May 10, 1960. *Loch Fada* arrived at Aden on June 2 and was not then to leave the shores of Arabia until the following November. During this period she was often on patrol for gun-runners taking arms to the Omani rebels.

DHOW CAPTURED

A notable success came on July 16, when *Loch Fada* captured a gun-running dhow loaded with 60 large anti-tank mines and other explosives hidden under the sticky mass of a cargo of dates. The prize crew later steamed this dhow some 200 miles to port, in blistering heat and in the most primitive conditions.

Visits were often made to the large oil companies whose establishments

speed *Loch Fada* took a prominent part in everything.

EAST AFRICAN CRUISE

After visiting the Indian Navy at Bombay and Cochin, *Loch Fada* returned to Karachi for docking, and there she spent Christmas. After a further period in the Gulf she set off on an East African cruise in March, 1961, and arrived at Mombasa in time for the Kenya elections. From here she visited the Tanganyika ports of Tanga, Lindi and Mtwa, before once again returning north to Aden, via the old slave-trading port of Laau.

There will be many stories to tell to welcoming families and friends, from the visit to a bull-fight at Jerez to the day when one sailor was thrown from a bolting royal camel after an



The frigate H.M.S. *Loch Fada*

are scattered throughout the Gulf, the most notable of these being the Kuwait oilfields where not only was everyone most regally entertained but they had the unusual opportunity of visiting the oil rigs and refineries in full operation.

On the more serious side *Loch Fada* took part in the C.E.N.T.O. exercises, Hallmark and Midlink working with 43 other ships and submarines from the Pakistan and American navies and other R.N. ships from the Far East fleet. In spite of her comparatively slow

inelegant dash of some seven miles across the desert. The Royal Marine detachment went mountain climbing in the Faeroes and explored (for the first time by any white man) certain areas in the Jebel Akdah in the Oman. One expedition from the ship visited the Khyber Pass and another went to the Buraimi Oasis, there to watch a sheikh indulge in his favourite sport of hawking. Others have visited the tea estates in India, and sisal plantations and lumber camps in East Africa.

(Continued on page 8, column 5)

THE
 OUTSTANDING
 CIGARETTE
 OF THE DAY.



WELL MADE · WELL PACKED

VIRGINIA TOBACCO AT ITS BEST

A
 Rochester, N.Y.
 R

Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Reid).
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

CONCERN is being expressed in certain quarters regarding the Royal Navy's apparent lack of the "little ships" so necessary for combatting the possible submarine and mine menace of an enemy.

During both the First World War and the Second World War Great Britain had to build up a force of motor torpedo boats, motor gunboats, motor launches, motor minesweepers and so on in order to keep our shores and sea lanes clear, but where are these ships now? Where are those fast patrol boats? H.M.S. Hornet—home of the "little ships"—is no more.

In the event of hostilities it would seem that, once again, we should have to build up another "small-ship navy" and to train the men to man these ships. Would we have the time?

It is realised that it is extremely costly to maintain such a force—it is realised that each year brings forth new developments in both ships and in mine and under-sea warfare—but has Great Britain—or even N.A.T.O.—the necessary nucleus from which to build up a force which would be necessary to deal with a submarine and mine menace of the size even of the last war let alone one which would be perhaps considerably greater?

It goes without saying that plans do exist in Admiralty and other N.A.T.O. powers for the building up of a force of men and ships for inshore work, but a requirement of our modern Navy would seem to be certainly a small force, with the necessary base facilities, and men.

A look at a chart of our coasts with the sinkings last war marked on it shows how great is the necessity of the Fast Patrol Boat Service. Our ship designers and builders have produced some of the fastest and hard-hitting boats in the world—let us have some at sea and not on the drawing-boards.

New entry scheme for Graduates**GENERAL LIST COMMISSIONS**

TO meet a growing need for qualified technical officers in the Royal Navy the Admiralty announces the introduction of a direct graduate entry into the engineering specialisation. The commissions offered are on the General List, which offers the opportunity of promotion to the highest ranks.

Until now the only avenue to a General List commission, direct from civilian life, has been via the Dartmouth cadet entry between the ages of 17 and 19. Under the new scheme university graduates with suitable engineering degrees or degree equivalents, up to the age of 25 years, may be awarded General List commissions in Naval engineering.

AMALGAMATION

Officers entering the Navy under the scheme will serve within the new technical officer structure created by the recent amalgamation of the Engineering and Electrical specialisations into a single "Engineering" specialisation. Under the amalgamation, which becomes effective on July 1, 1961, Engineer Officers, both mechanical and electrical, will serve together in one of four groups within the Fleet (Marine Engineering, Weapons and Radio Engineering, Submarine Engineering or Air Engineering). This fusion of the Navy's technical officers, with its emphasis on functional rather than—as in the past—professional lines of employment, is designed to produce engineers of wide knowledge and experience, able to fill appointments not limited to a single engineering science.

Applicants should possess degrees in mechanical or electrical engineering (or science with suitable engineering subjects) of a recognised university, or degree equivalents. They should also, wherever possible, have six months' work experience, including that gained during university vacations.

Entries will be made once a year, in

PROMOTION

Officers will be confirmed in the rank of Sub-Lieutenant after 10 months and promoted Acting Lieutenant 18 months after entering the Royal Navy. Confirmation in this rank follows on the satisfactory completion of training. Promotion to Lieutenant-Commander is attained after eight years' seniority as Lieutenant. Advancement to Commander and higher ranks is by selection, in competition with other General List officers.

FRIGATES HURRY TO THE RESCUE

THREE frigates in the Persian Gulf searched for survivors and assisted in an attempt to salvage the British cargo-liner Dara after the ship was abandoned in flames about 300 miles east of Bahrain on April 8.

The frigates, H.M.S. Loch Ruthven, H.M.S. Loch Fyne and H.M.S. Loch Alvie, were on exercises in the gulf when information was received that the Dara was on fire and abandoned.

There were about 730 people on board the Dara and about 215 were lost.

Letter to the Editor**Invincible survivor recalls the old Agincourt**

indeed and I believe it still stands on the parade ground at Shotley Barracks.

In due course we sailed from Portland on a Friday and proceeded to Harwich, maintaining a speed of about 11 knots, and arrived off the entrance to Harwich harbour at about noon on Saturday, expecting to proceed to an anchorage to await being shifted to our berth off Shotley pier. However, a pilot boat met us and insisted we take on a pilot. Consequently the delay made us miss the tide and we ran aground on Beach End Bank and remained stuck fast for 12 hours, after which we proceeded to our anchorage and let go two anchors.

These were the Admiralty pattern wooden stock type and as our complement was only eight Able Seamen, no swivel was put on and in a couple of days we had the loveliest foul hawse that one could imagine and when eventually we shifted up to Shotley we knocked out the pins at the fifth shackle and let the cables go to the bottom, with the anchors to be recovered later by a mooring lighter.

In 1904 Agincourt was refitted at Portsmouth and again in 1905. On the latter occasion she was preceded by the Minotaur. On the completion of her refit the two ships passed each other under way in Spithead and it was a sight many people will never forget seeing—these two old timers passing each other under their own steam.

When Agincourt returned to Portland her sister ship had sailed for Harwich and Bosawen was being dismantled for breaking up and Agincourt had to prepare to join the Minotaur at Harwich.

The figurehead of Bosawen was

Lord Nelson

and our shipwrights cut it off and let it drop into the water, it was towed across to Agincourt, hoisted in and stood on the quarter deck, where our painter made a wonderful job of making him look very smart

H.M.S. Hermes

December, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Cavalier, December, at Singapore for Foreign Service (Far East).

H.M.S. Ulster, December, at Devonport, for General Service Commission, West Indies/Home (21 months). U.K. Base Port, Devonport.

1962

H.M.S. Barrosa, January 2, at Devonport for Trials. Commissions end March for General Service Commission, Home/Med. (24 months). U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Nubian, early January, at Portsmouth for Trials. Commissions for Home Sea Service June 5. General Service Commission Arabian Seas and Persian Gulf/Home, August, 1962 (18 months). U.K. Base Port, Portsmouth.

H.M.S. Devonshire, February, at Birkenhead for Home Sea Service. Commission for General Service Commission, July Home/Med. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Tartar, February, at Devonport for Trials. Commissions September for General Service Commission Arabian Seas and Persian Gulf/Home (18 months). U.K. Base Port, Devonport.

H.M.S. Agincourt, February 13, at Portsmouth for trials. Commission May 1 for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth.

847 Squadron, March 6, at R.N. Air Station, Culdrose, for Foreign Service.

801 Squadron, March, at R.N. Air Station, Lossiemouth, for Overseas Service.

H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East).

H.M.S. Gurkha, March, at Southampton, for Home Sea Service. Commissions for General Service Commission May, Arabian Seas and Persian Gulf/Home (18 months). U.K. Base Port, Rosyth.

H.M.S. Rothesay, March, conversion to Home Sea Service. U.K. Base Port, Portsmouth. (Normally gives leave and self-maintains at London-derry.)

H.M.S. Rame Head, March, at Chatham, for trials.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes: (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicate ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
(iii) It is emphasised that the dates and particulars given below at forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Alderney, May 23, at Portsmouth for service with the 6th Submarine Division.

H.M.S. Talent, June 23, at Malta for service with the 5th Submarine Division.

H.M.S. Porpoise, July 1, at Portsmouth for service with the 1st Submarine Squadron.

GENERAL

H.M.S. Plymouth, May 11, at Devonport for Home Sea Service. Commissions for General Service Commission June 16, Home/East of Suez (21 months). U.K. Base Port, Devonport.

H.M.S. Carysfort, May 15, at Singapore for Foreign Service (Far East).

H.M.S. Bermuda, May 16, at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Whirlwind, May 24, at Rosyth for trials. Commissions July 11 for Home Sea Service. Recommissions March, 1962, for General Service Commission, Home/W. Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, May 24, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsway, May 25, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Scorpion, May 30, at Devonport for General Service Commission, Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Alert, August 10, at Singapore for Foreign Service (Far East).

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bulwark, September 5, at Singapore for Foreign Service (Far East).

H.M.S. Ark Royal, September 12, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Corunna, September 21, at Rosyth for Trials. Commissions November 30 for General Service Commission Med./Home (24 months). U.K. Base Port, Rosyth.

H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service. Commissions for General Service Commission Med./Home (16 months) December. U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Lock Ruthven, September 27, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Devonport.

H.M.S. Brighton, September 27, at Glasgow for Home Sea Service. Commissions April, 1962, for General Service Commission East of Suez/Home (21 months). U.K. Base Port, Portsmouth.

H.M.S. Virago, September, at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Hardy, end September, at Chatham for trials. Commissions end of November for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Mull of Kintyre, July 25, at Portsmouth for Home Sea Service. (Steaming crew.)

H.M.S. Ursula, July 28, at Malta (under consideration) for trials. Commissions October for General Service Commission Med./Home (18 months). U.K. Base Port, Devonport.

H.M.S. Blake, August, changes to General Service Commission Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Scorpion, December, at R.N. Air Station, Culdrose, for Overseas Service. (H.M.S. Hermes.)

H.M.S. Rame Head, March, at Chatham, for trials.

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News from Royal Hospital School, Holbrook

FINE WIN IN SCHOOLS' BOXING CHAMPIONSHIPS

BY "NAVY NEWS" SPECIAL CORRESPONDENT

THE Spring Term, although it has been a short one, has nevertheless been an extremely busy one with the feeling that a lot of ground has been covered at work and at play by all the boys at the Royal Hospital School, Holbrook.

We have been blessed with very favourable weather and, after the continuous rain which we had before Christmas, apart from one or two cold snaps, we have been able to enjoy early spring weather for the greater part of the term. The gardens and the playing fields have looked most picturesque and the boys have been able to enjoy a very full term of sport.

The school was successful in the Suffolk cross-country championships, which this year were held on the course at the school, and our team won the junior competition, narrowly defeating H.M.S. Ganges. The senior boys this term played association football and the representative sides have enjoyed a fairly successful season, with the Colts being particularly outstanding and being undefeated, whilst the juniors played Rugby.

BOXING TITLE

A strong team of boxers was entered for the Schools' National Boxing Championships and creditable performances in the early rounds were gained by all. The outstanding achievement was by Parkins, who won through to the final in the 10 st. 2 lb. class. His particular fight in the final was followed with great interest by all on television, and although Parkins started off rather slowly in accordance with orders from his corner, he came out in the second round determined that he was going to nail his man: this he achieved with some very fine and powerful body punches, and his opponent was unable to leave his corner for the final round.

Thus Parkins achieved for the school their second title in the Schools' National Boxing Championships, but perhaps the outstanding feature of his winning was that he won all his championship fights inside the distance. Great credit goes to Mr. F. Monk for the training, and it was especially pleasing to him as he has now left the P.E. staff and is taking up the duties of Quartermaster.

Amongst our distinguished visitors this term we were especially pleased to welcome Vice-Admiral N. S. Henderson, C.B., O.B.E., Director-General of Training, and his secretary, Cdr. F. A. Bland, R.N. It was a glorious sunny day and the guard and band were paraded in front of the main building for his official welcome. The rest of the morning was spent looking

APOLLO ENTERS HARBOUR FOR LAST TIME



H.M.S. Apollo—flying her paying-off pendant—entering Portsmouth Harbour on March 24, 1961. Apollo, a fast minelayer of 4,000 tons full load and capable of 40 knots, is to be scrapped. For some years she was attached to the Home Fleet and flew the flag of the Commander-in-Chief on many occasions (Photo: Mrs. E. A. La Lond)

way of being an expert.

In his lifetime, he has also had pneumonia five times. "But I don't let these little setbacks get me down," said Arthur, who is known as one of Hatfield branch's cheeriest shipmates.

He came out of the service in 1924 after doing 16, and one year as a boy aboard the Arethusa. Altogether, he had 33 ships.

Even in the last war, Arthur Smith couldn't get away from the Navy. He started the Welwyn Garden City unit of the Sea Cadet Corps in 1942, when he was commissioned as a Sub Lieutenant. Later that year he rejoined the Royal Navy, was promoted Lieutenant, and for four years was a F.O.G.O., helping to organise transport and supplies for D-Day.

One of his proudest possessions is a terse telegram from Whitehall, which says simply "Please communicate with

time so Arthur is head cook and bottle washer nowadays. "Good job I'm at ex-matelot," he says. "I keep the galley shipshape and Bristol fashion—but I'm finding out that a man's work is never done!"

DON MURRAY CUP FOR DARTFORD

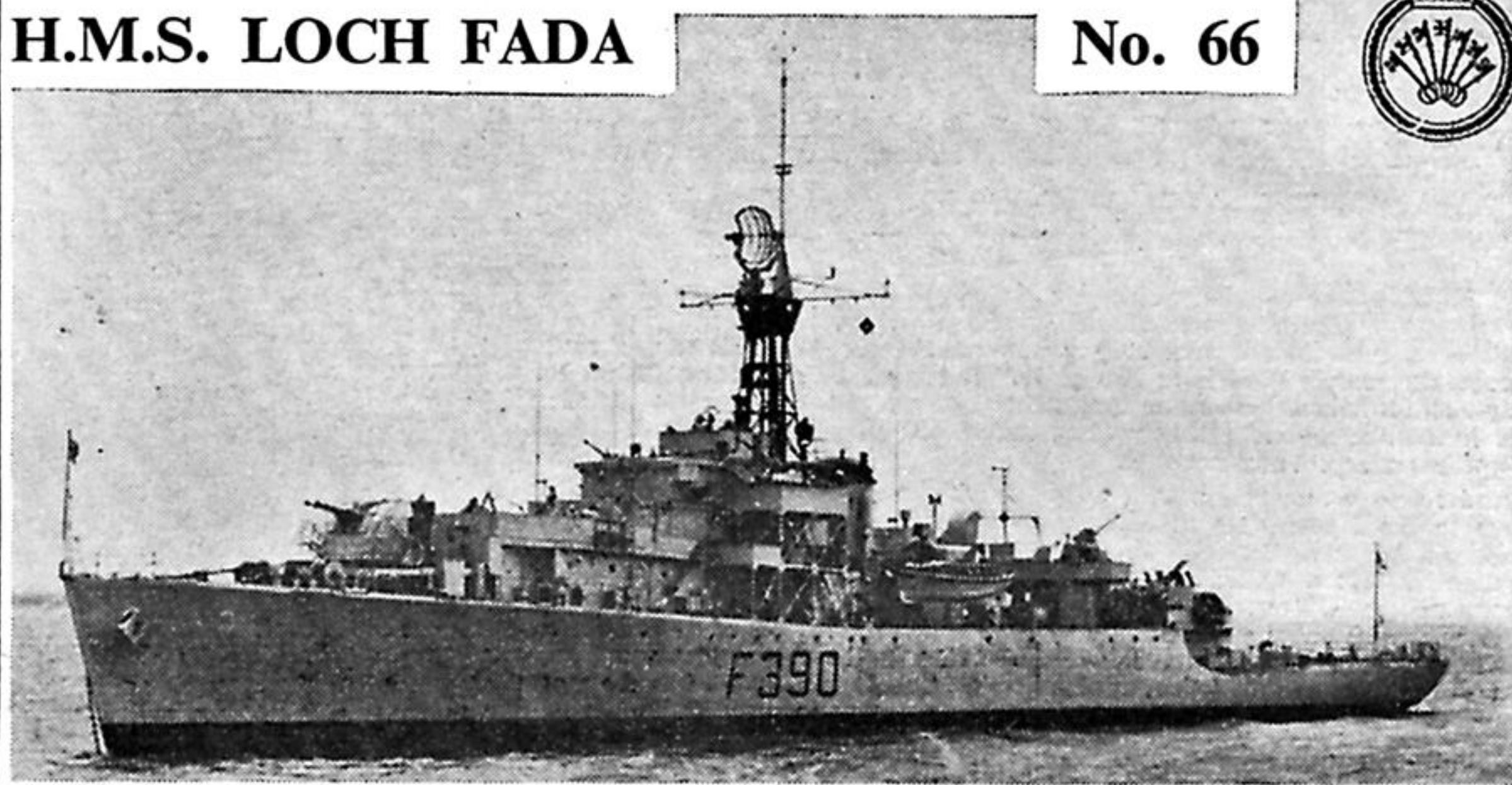
A REPORT from the Dartford Branch of the Royal Naval Association says that the branch is making steady, but excellent, progress. Each month shows an increase in membership.

The branch has been awarded the Don Murray Cup — the honour awarded to the branch which is adjudged to have made the most progress during the year in No. 2 Area.

SHIPS OF THE ROYAL NAVY

H.M.S. LOCH FADA

No. 66



H.M.S. Loch Fada, a "Loch" class anti-submarine frigate (2,400 tons full load), was laid down in June, 1943, launched in December, 1943, and completed on April 10, 1944.

The "Loch" class was designed primarily for anti-submarine escort work. Since the war a number have been employed on duties in the Persian Gulf. These frigates are 307 ft. (o.a.) in length, and have a beam of 38½ ft.

For their size their endurance is very good—9,500 miles at 12 knots. The complement is about 130.

One of this class, Loch Torridon, was converted into a Submarine Depot and Repair ship, and renamed Woodbridge Haven. She has since been reclassified as a Minesweeper Support Ship.

H.M.S. Loch Fada's travels during the last 18 months are described on page 1.

INFLATE THE BROW

THE crew of the nuclear-powered submarine Theodore Roosevelt literally walk on air every time they embark on or disembark from their ship.

That is because the submarine has a new brow made of inflatable rubberised fabric. The brow, which will support over half a ton, is made of the inflatable material with which new bunks were fitted for the U.S. Navy's nuclear submarine fleet.

The new brow minimises storage problems because it can quickly be deflated and easily rolled up between uses. When the submarine reaches port, the brow is moved on deck, unrolled and inflated with compressed air. One end is tossed to the pier and the other is secured to the ship.

The 23-foot "gangplank" is arched and has a two-foot width. The arch is maintained by upright beams, also inflatable, which serve as sides for the brow.

Corrugated rubber matting cemented to the floor provides a non-skid surface. The assembly is completed by a handrail of nylon cord supported by metal posts coated with neoprene rubber to make them rattle-proof when stored. (Ack'd—All Hands.)

Queen Elizabeth, the Queen Mother, embarked in H.M. Yacht Britannia at Portsmouth on April 17 for her visit to Tunisia.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taeiturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Shefield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester and Echo.

WORLD PREMIER AT LEE-ON-SOLENT

H.M.S. Ariel now has its own theatre and cinema and a first-class place it is too.

The new building, which was opened on April 12, has been provided by the conversion of a hangar with the help of £5,000 provided by the Nuffield Trust for the Forces.

A commemorative plaque was unveiled by Mrs. M. S. Robinson, secretary of the trust, who said everyone must have been impressed with the wonderful job that had been done.

Guests, who included the Mayor and Mayoress of Gosport (Councillor and

Mrs. C. W. L. Giles), Heidi Erich, a star of the Russ Conway film, "Weekend with Lulu," which had its premier in the cinema after the opening ceremony. Colonel Carreras, the producer of the picture, and Capt. E. F. Pizey, R.N., of the Naval Film Corporation, were entertained to lunch in the wardroom of H.M.S. Ariel.

Welcoming the guests at the opening, Capt. R. L. Clode, R.N., the Commanding Officer, said the theatre would be used for variety shows, drama festivals and, perhaps, even a pantomime. There would also be "rock n' roll."

Captain Clode mentioned that the cinema was fitted with two of the latest projectors.



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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

Unusual shaped altar in Memorial Church

GYMNASIUM MADE INTO A PLACE OF BEAUTY

ANY former members of the R.N.A.S., Hal Far, will remember with gratitude and devotion the delightful little church of St. Michael's Kalafrana. Although it was only a converted brick nissen hut, one could always say "surely God is in this place." But alas, with accommodation for only 120, St. Michael's became inadequate to cope with a growing population and it became apparent that seating accommodation for at least 300 worshippers was urgent and essential.

And so, as a result of a temporary move to the Gymnasium at Hal Far for the Christmas Services in 1959, Captain J. Ivers, O.B.E., R.N., the Commanding Officer, offered this building (which some years previously had been used as a gym-cum-Church) as a suitable structure for conversion into a full-time and permanent place of worship.

Consequently, representations were made to the Admiralty and, on the recommendation of Captain A. W. F. Sutton, D.S.C. (and Bar), R.N., who relieved Captain Ivers, approval was granted, together with a sum of £2,500 for interior decorations and modifications. This monetary grant, together with Church collections and a Church Fete organised by Lieut. R. Wightman, R.N., enabled plans to be drawn up and work commenced.

A very attractive three archway West Porch was added to the existing building. Interior decorations, involving a false ceiling of light blue, off white walls and mahogany star-shaped entrance to the Sanctuary were soon completed. The blue and white colour scheme was carried right through to the Sanctuary. From the Nave ceiling were hung eight wrought iron chandeliers—four on either side. The Nave walls—those on the north and south sides were fitted each with seven wrought iron wall brackets. The pulpit, on the south side, is of local stone.

TILES FROM ITALY

The magnificent tiles covering the floor of the Church—cost £600 and were imported from Italy under the direction of Commander Westmacott, D.S.O., D.S.C., R.N., who also selected a most attractive design.

The beautiful blue and white Sanctuary with its unique altar completed the new Church. The Altar, shaped like the fuselage of an aeroplane, was designed by Mr. A. Portelli, a local architect, and made and erected by Mr. B. Brincat, a local joiner. Early on in the planning of the

Church it was decided that the Altar and Sanctuary must become the focal point of the Church. This has been achieved and in the opinion of many people who have visited St. Nicholas, Hal Far, it is one of the loveliest churches in the Royal Navy.

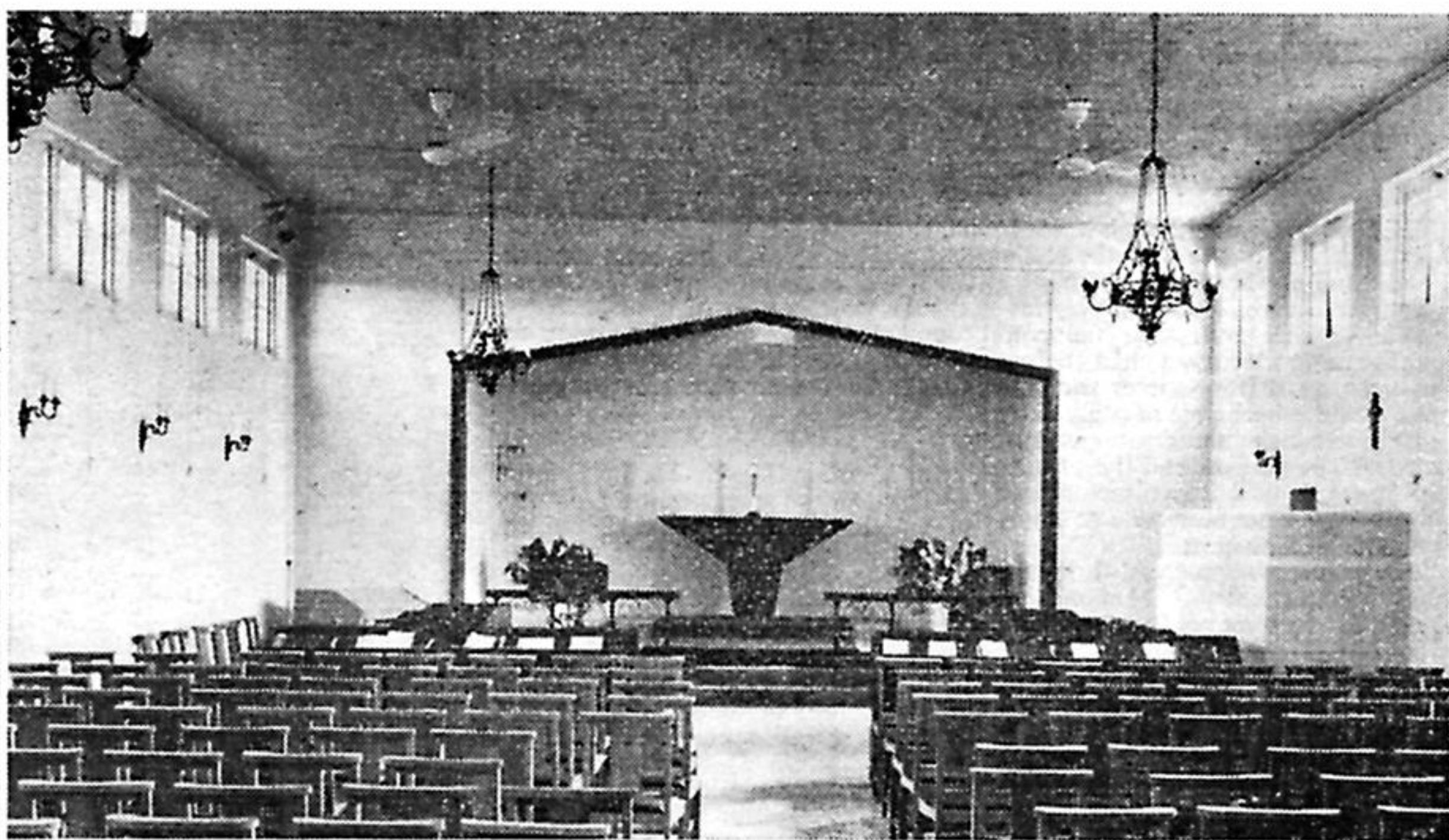
St. Nicholas was chosen as the most suitable patron in view of his patronage over sailors, travellers and children. Captain Sutton and the Chaplain decided that the new church should be a memorial to all men and women who lost their lives whilst serving with the Royal Navy's Air Arm in the Mediterranean since the beginning of the First World War.

On Sunday, November 6, 1960, the nearest Sunday to the anniversary of the Battle of Taranto, The Chaplain of the Fleet, The Venerable J. Armstrong, O.B.E., Q.H.C., Th.L., dedicated the Church and on January 22, 1961, His Excellency the Governor, Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., unveiled a marble memorial plaque placed above the West Door of the Church.

SPECIAL GIFTS

Many gifts have been made to the Church from all parts of the Station. One of the most treasured is the silver ciborium and pyx used for the reservation of the Blessed Sacrament. These were given by the officers and men of 750 Squadron. Other Squadrons have presented gifts of money for the purchase of timber for the building of light oak choir pews, mahogany Altar rails and Sedilia. The Brownies, Guides, Cubs and Falcon Wives Club all helped towards the cost of at least one wrought iron chandelier and the electronic organ. Crests from other Air Stations and Carriers have been received and will eventually be arranged in suitable places within the Church buildings, but not necessarily in the Church, as it is felt this would detract from the simplicity of the Church itself.

A word about the congregation. It has a happy family spirit. Children



The church of St. Nicholas at R.N. Air Station, Hal Far, Malta

come to worship with their parents and whilst it is mainly a naval community, civilians join its ranks and visitors to the Church do find a real atmosphere of worship, reverence and holiness. It is here where men and women—so far away from their own homes—can find that help within the world wide fellowship of Christ's Church.

The next objective is to acquire a Book of Remembrance in which will be inscribed the names of all those who have lost their lives in the R.N.A.S. in the Mediterranean since the Church was dedicated last November. If any reader of this article would like to be associated with this Book and has suggestions as to how to produce one worthy of such a cause, or who would like to make a contribution, please write to the Chaplain, The Rev. J. G. Scott, R.N., R.N.A.S. Hal Far, Malta, G.C.

IT is a far cry from the mighty Ark Royal (over 50,000 tons displacement, full load) with a complement of over 2,000 when front-line squadrons are embarked, to the little coastal minesweeper of the "Ton" Class (425 tons displacement, full load) with a complement of 27, but the "little ships" have a most important duty—sweeping the bigger ships to safety.

One such squadron is the 100th Minesweeping Squadron which is a United Kingdom based operational minesweeping squadron and forms part of the Mine Countermeasures Flotilla (Home), based on Port Edgar in Scotland.

It consists of five coastal minesweepers of the Coniston Class, namely: Lewiston (senior officer's ship—Cdr. D. G. Cooper, R.N.), Upton, Wiston, Yarnton and Wolverton.

The little ships get around

The squadron nearly always operates together and takes part in most of the N.A.T.O. and national mine-sweeping exercises around the United Kingdom and northern Europe. This is its main peace-time task, together with joining in exercises with R.N.R. sweepers and putting into operational practice the latest techniques.

Although manned on a Home Sea Service basis, the squadron gets about a lot, most exercises normally terminating in a visit for the week-end. Places visited last year included Belgium, Holland, Sweden, Malta, Gibraltar, Falmouth, Plymouth, Invergordon, Dundee and Wick. The programme for the first half of this year takes the squadron to Portugal, Gibraltar, France, Denmark and Sweden; as well as home visits to Plymouth, Portsmouth, Invergordon, west coast of Scotland, Anglesey and the Isle of Man. So one can safely say the squadron gets around!

At the same time the married men, who move their families up to Scotland, get their share of living at home as the squadron always returns to Port Edgar between exercises for maintenance assistance from the base staff of H.M.S. Lochinvar.

As the ships are always together there is a keen sense of competition in all respects of running a ship and on the sports field. Everybody seems to know everybody else, from the E.R.As. in charge of the engine-room departments to the tactical operators on the voice net.

Her life in pictures

A remarkable woman

ONE of the wisest, noblest women of our time." So Sir Arthur Bryant describes the late Countess Mountbatten of Burma in his foreword to *Edwina Mountbatten—Her Life in Pictures*—compiled and edited by the Countess of Brecknock (Macdonald & Co. (Publishers) Ltd., 16 Maddox Street, London, W.1, 15s.), and in this handsomely produced book the 150 or so pictures bring out the innumerable facets of this remarkable woman's life.

The chief characteristic gathered from a perusal of the pictures is the keen interest she showed in whatever sphere she happened to be. Happiness, compassion, adventurousness, regal splendour, love for children, regard for animals—all these characteristics and many more are portrayed in the pictures covering the whole of her remarkable life.

NAAFI's NEW VENTURE

SERVICE men in the United Kingdom may now hire cars for all occasions through N.A.A.F.I.

The scheme is being operated in conjunction with a firm of car-hire specialists; it will enable Service men to book cars in advance at their N.A.A.F.I. club or shop, for evening trips to the theatre or for week-ends. It will also mean that Service men and women will be able to arrange for a car to meet them when they return on leave to the U.K. Cars can be delivered to their quarters or picked up and returned at any convenient office of the company.

The service, which provides self-drive or chauffeur-driven cars, will be extended to Service stations and H.M. ships in Europe and overseas later this year.

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(APOLOGIES TO THE LATE DAN McGREW)

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Robert Rae, of H.M.S. Rorqual, was fined £4 for taking a motor-cycle without permission, £1 for driving without a licence and £10 for driving while uninsured at Gosport Magistrates' Court.

Trapped for 55 hours on the bed of the Gareloch

A RESCUE STORY OF FIRST WORLD WAR

(Last month Mr. S. H. Glazebrook wrote of his meeting with four people, survivors from H.M. Submarine K13, which was lost in the Gareloch on January 29, 1917. His letter evoked several inquiries and Mr. Glazebrook has written the following article which I am sure will be of interest to many.—Editor.)

BY S. H. GLAZEBROOK

On the afternoon of January 29, 1917, a housemaid at the Shandon Hydro found herself being laughed at. She had told her friends that she had seen two men swimming in the Gareloch, and that they had thrown up their arms and disappeared. Naturally no one believed her. January was no month for bathing.

Meanwhile there were one or two worried people on the Gareloch, notably a director of Fairfield, who was out on a tender watching the firm's new Submarine K13 going through her acceptance trials. He noticed that far too much air had come to the surface on her last dive, and he noticed that another submarine standing by seemed to suspect trouble, for it was moving over and dropping a buoy to mark the spot where the K13 had gone down.

There were 14 Fairfield men in her as well as the naval crew, and he felt he would not be easy in his mind until he saw her on the surface again.

A DESPERATE SITUATION

At this stage, the K13 was lying on the floor of the Gareloch with her stern fast in the mud, her interior half full of water and 30 of the 80 aboard already drowned. She had got there in the simplest possible way. A naval rating had signalled before the dive that all the openings, funnels, engine room ventilators, etc., had been closed for diving, whereas the truth of the matter was that four air inlets to the boiler room were wide open.

Once she started to go down she just kept going till she struck the bottom.

The situation facing the 50 men still alive was a desperate one, for in those days before escape hatches and the Davis escape gear, anyone attempting to escape would have to rely on the conning-tower, and his own lungs, and to make matters worse, the conning tower had a deck house built over it which blocked the way to the surface.

FOOTSTEPS ON THE HULL

The only sensible thing to do was to wait and hope that their friends on the surface would be able to raise the submarine bodily.

They waited all day and that night, the air growing steadily worse and fouler, wondering when they would be found, when at last, after 17 hours, they heard the footsteps of a diver on the hull. They were too far gone to raise a cheer, for by this time the air

him, but the rush of air caught him and forced him out after Goodheart.

Trapped in a bubble of air (he could actually breathe), he was carried miraculously out through a small hatch in the wheel-house roof and surfaced so close to a diver standing on a ladder with his helmet off that the man was able to grab him as he surfaced.

Herbert's first words were, "Where's Goodheart?" But neither Goodheart nor his tin container had appeared. He was found long afterwards, trapped in the wheel-house.

The information Herbert was able to give greatly helped the rescue operations which, by this time, had grown to enormous proportions. Salvage ships were coming from as far off as Wales, and scores of vessels were standing by, including two Clyde hoppers. Wire ropes were passed under K13's bows and attached to the hoppers, but the submarine was too heavy to lift.

TUBE QUICKLY MADE

Then someone thought of making a long tube. The idea was to lower a tube down from the surface to the submarine, joining the tube on to an ammunition hand-up tube, and by this method, besides letting in fresh much-needed air, also lowering down supplies of hot drinks and food.

This tube was made in Fairfields one night between knocking-off time and six o'clock next morning.

A 27-inch special tube was also made, but was never used. The idea of this was to send a man down to cut a hole in the bows of the submarine to liberate the remainder of the trapped crew. The basic problem was to get air down to lighten the boat and also to be able to blow out some of the water, the weight of which was holding the submarine down.

A few hours work as Fairfields' yard produced the necessary hose fittings required to secure the hose to the ammunition hoist, and the divers went down again. Then, 27 hours after the accident, the trapped crew were told that high-pressure connections were ready to try on, but as soon as the hatch was opened from inside all the crew got was buckets and buckets of water.

PURE FRESH AIR

Ten hours later another attempt was made, and this time, after a little sea water, down came pure fresh air. Desperate as they were for air, the crew allowed only a little to escape into the hull. Then, for over an hour, they charged the air receivers.

Tank after tank was blown with this new air, but nothing happened, and when nearly all hope had gone, slowly and gently the bows started to rise. A few minutes later the bows broke surface, but the stern was still deep in the mud, and at the fore end nothing lay between the trapped men and freedom except the double skin of the submarine.

This last phase was the worse of all. With fresh air had come fresh hopes of survival, and as the minutes dragged by into hours the delay became intolerable. What, they asked themselves, would happen if the weather took a turn for the worse? What would happen if the cables supporting her should slip?

It took 17 hours to pump out the skins and cut through them, and it seemed a lifetime.

AFTER 55 HOURS

However, the weather was kind and the cables held. At 10 p.m. on January 31, after 55 hours of suspense, the survivors clambered out of the hole cut in the bows.

On that same night the housemaid at Shandon Hydro found her first serious audience—two members of the Fairfields' staff. They listened to her and wondered. They knew their foreman had been a resourceful man. Could he have opened the hatch of the flooded engine room and swum to freedom, only to be overcome on the surface by the sudden reduction of pressure?

When K13 was eventually raised, two bodies were missing—those of the Engineer Lieutenant of K13 and the Fairfields' foreman.

The monument to those lost in K13 stands near the entrance to Govan's Elder Park, and as I stood alongside this memorial a few weeks ago I met the man who cut the hole in the

(Continued in column 4)

Mediator at Taranto



The Fleet tug, H.M.S. Mediator (1,630 tons full load), complement 42, recently visited Taranto, and is seen here proceeding to her berth in the Inner Harbour. Below is Petty Officer D. Lardner, of the Mediterranean Fleet Clearance Diving Team, with a jar found by him whilst diving at 35 ft. off San Pietro Island, near Taranto

(Continued from column 3)

bows to release the survivors, and was also introduced to a seaman who was on the gunboat Gossamer, which helped to locate the K13.

A SMALL WORLD

Also that week-end I met the Boy Telegraphist, Joe Swift, of K13, for the first time since February 1, 1917.

And, to crown it all, I have working with me as my assistant, at nearly 80, ex-Able Seaman A. Wilkinson, who served in H.M.S. Blenheim in China in 1898 with the then Midshipman Geoffrey Herbert, later the skipper of the K13 to which I refer. Small world, isn't it?

Rear-Admiral J. B. Frewen, Chief of Staff to the Commander-in-Chief, Home Fleet, took the salute and inspected apprentices at H.M.S. Collingwood on April 18 during the passing-out parade. Mrs. Frewen presented the prizes.



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IT COULD BE YOU!

A case from the R.N.B.T. files

WHEN one is young there is hardly a moment's reflection on what could happen in the event of sickness, accident, or even unfortunate tragedy. There may be vague thoughts in one's mind that the ramifications of the Welfare State are sufficient to cover all sorts of crises—but how wrong. One cannot be criticised for this absence of thought. It is the natural evolution of life and it is generally only in advancing maturity that more than a moment's reflection is given.

The R.N.B.T., in its extensive welfare work, receives applications of divers categories and this one is an example of the misfortunes in life's path. It could be you.

UNEMPLOYABLE

Here we have a man who joined the Royal Navy as a boy and then completed 12 years' man service. Three years ago, at the age of 37, he became unemployable suffering with an organic dementia, producing numerous tics and unco-ordinated movements of his limbs. To briefly explain: he is stood up but cannot maintain his balance and falls down. He cannot move from point to point without the assistance of human hand or machinery.

In this particular instance the psychiatrist dealing with the case felt that a convalescent holiday was desirable both for his and her sake, as it would present an opportunity for him to have new surroundings and for his wife to decorate the room in the absence and to be able to take out their only child freely and without the worries and tribulations of such an incapacitated husband.

SINCERE THANKS

The R.N.B.T. made this possible with a grant of £22 17s. and their appreciation can be summed up in the following letter which was later received from the wife:

"Could you please convey my very sincere thanks to all the members of the R.N. Benevolent Trust, who so kindly made the arrangements for my husband to spend a fortnight at the _____ Nursing Home last month, he really enjoyed the change and the staff couldn't have done more for him, it also made a wonderful break for me as I was able to go out with our son without having to worry about other things, I certainly feel better too, because, even though I am very fond of my husband I do find it a strain to have him around me all the time, unable to do anything when he used to do so much. Thank you also for the money you sent towards the fares, without it we couldn't have made the trips and both my son and I found them a wonderful

treat, it was a wonderful thing just to go in a train after so long (I really mean that). I'm afraid I'm not really very good at expressing my feelings on paper, but believe me when I say that I am extremely grateful to you all, so please accept a very big thank-you from all of us."

Reduced income over the years had also taken its toll and despite careful budgeting the wife was unable to satisfactorily replace worn-out clothing. The R.N.B.T. eliminated this need with a grant of £20.

Foreign ships to visit Portsmouth

THE Italian destroyer leader, originally designated a light cruiser, San Giorgio (5,600 tons full load), the Italian destroyer Indomito (3,800 tons full load) and the Spanish training ship Juan Sebastian de Elcano, a four-masted schooner of over 3,000 tons, are to visit Portsmouth in June.

The San Giorgio has a complement of 430 officers and men and, according to "Jane's Fighting Ships," reached 39 knots when on trials. The ship was completed in 1943.

The Indomito, completed in 1958, carries a crew of 350 and was one of the first two destroyers to be constructed since the Second World War.

The Spanish ship, named after the first circumnavigator of the world, has a complement of 224 and carries, in addition, 80 cadets.

HERMES TO VISIT STATES

H.M.S. Hermes is to visit ports in the United States and Canada at the end of June.

The aircraft carrier will take part in exercises with the United States and Canadian navies and among the ports she is expected to visit are Norfolk (Virginia), Boston and Halifax.

'YOU ARE IN THE NAVY NOW'

Shaven Heads—Hungry—Restricted Leave—All for Sixpence a Week

ON Monday, October 28, 1904, I reported to the Royal Naval Barracks, Portsmouth, as a New Entry at about 0900. It was an awkward time: the Guard and Band were drawn up in readiness for hoisting the colours.

I was treated as an intruder and unceremoniously thrust into the guard room. Explanations over, I was allowed the privilege of watching the ceremony. It was a thrilling moment and my heart and soul were filled with great pride and affection for the "White Ensign," which grew and grew as the years passed by.

As I stood spellbound, yet beginning to dream of becoming a Lord Nelson, I was abruptly recalled to life by a ship's corporal, who promptly shattered my dreams. He directed me to the New Entries' Mess, and to "move at the double." On entering the Mess, I was greeted by the Irish Leading Seaman in charge with an unending flow of four-letter words, which rather offset that feeling of pride and enthusiasm I had so recently experienced.

It was not long before other lads arrived, who were given a similar welcome. We soon realised that our Irishman had a vocabulary of his own which he used to impress us greenhorns.

We remained in this Mess for nearly three boring days. We could look out at the vast parade ground, upon which nobody dared walk, but only run. At night, one was conscious of the clock, booming every 15 minutes, disturbing the most ambitious dreams.

It was a great joy on the morning of the third day to be instructed to get ready to proceed to Royal Naval Barracks, Chatham (H.M.S. Pembroke), and we arrived there on the evening of October 30.

On joining the New Entries' Mess, we were given a very friendly welcome by about 200 high-spirited lads, who, like ourselves, were filled with the adventurous spirit of the age. When the hammocks had been slung they were soon busy, letting us down on the run.

THE DEMON BARBER

The following morning we were paraded to collect our Ship's Book numbers and have particulars entered on our Service certificates, the first entry for October 31, 1904, being Boy 2nd Class.

We then collected our kit, packed up our civilian clothes to be sent home, donned our ill-fitting uniforms and, from thenceforth, we were in the Royal Navy, dressed as seamen.

We were often to hear the expression "You're in the Navy now." Our next experience was to muster at the ship's barber's, where our heads were sheared. How the barber seemed to enjoy making us all look so hideous.

Thence we were marched to the wash-house, where we had a cold-water

SIXPENCE PER WEEK

During the period spent at Chatham Barracks, no attempt had been made to teach us seamanship. Most of our time was spent at rifle and Battalion drill. We were beginning to expect to be on draft to the Marine Barracks!

Our pay amounted to 6d. per week; we were poorly fed and leave was restricted to Saturday and Sunday afternoons. We could not visit the local pubs to attempt to drown our sorrows, neither could we manage to buy a much-needed good meal.

It was in December, 1904, that "Their Lordships" decided to form a "Particular Service Squadron," consisting of four cruisers, for the sea-going training of youths, and H.M.S. Agincourt, moored at Portland, was to be renamed H.M.S. Boscombe III, for service as a harbour training ship for them.

Consequently all we youths who had lumbered up Royal Naval Barracks, Chatham, for so many weeks were to be drafted to Boscombe III (H.M.S. Agincourt) as soon as a date could be fixed. It was therefore arranged to send us on Christmas leave. This decision squashed our hopes of becoming trained in sail and to be entitled to assume the label "Northampton Rigger."

SAILORS IN THE MAKING

(Continued)

bath and were subjected to the most humiliating experience by being inspected in the nude, thus damping down one's self-respect, which almost extinguished the last spark of enthusiasm.

We remained in this Mess for nearly three boring days. We could look out at the vast parade ground, upon which nobody dared walk, but only run. At night, one was conscious of the clock, booming every 15 minutes, disturbing the most ambitious dreams.

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asm. But the spirit of youth was buoyant; after a night's rest one's enthusiasm returned, events piled quickly, one on top of the other, leaving little time to brood or think.

The fate of training ships for youths was still in the balance. After four weeks in Royal Naval Barracks, Chatham, many of us were on draft to H.M.S. Cleopatra but, on return from her cruise, she was withdrawn from service.

Again, after a few more weeks, we were on draft for H.M.S. Northampton, but she, too, was paid off on return to Chatham.

We were all disappointed. In the main it had been due to the exciting stories, told by these young sailors on return from their training cruises, that had fired the ambition of us young lads to serve under the "White Ensign."

NO REGRETS

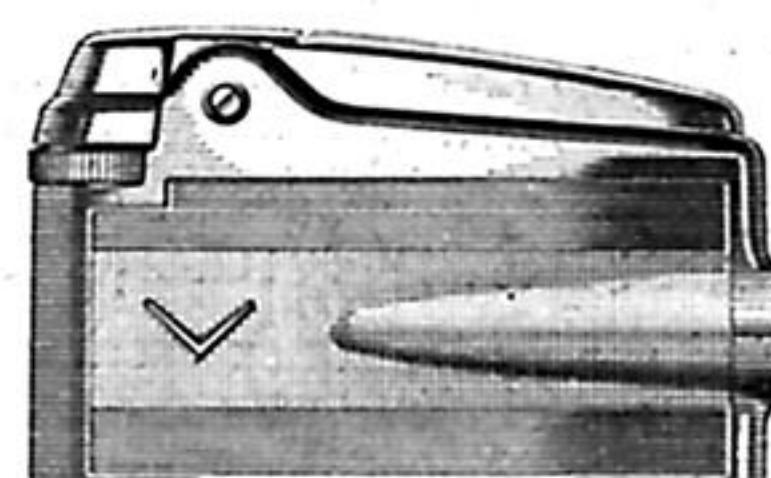
Whilst on leave I took stock of my position. What had I achieved? I had given up a job with excellent prospects: I had incurred my father's displeasure on joining the Royal Navy; my mother was lying seriously ill; my friends thought I looked rather a misfit in my badly fitting uniform and my hair shaved off like a prisoner's; I felt humbled and unhappy.

But I did not regret the step I had taken. I looked forward to my return to Chatham. I had no illusions. The future looked grim, but I determined that, with God's help, I would maintain my faith and strive to become a worthy member of the great Service to which I had the honour to belong; to overcome all difficulties, and face up to 1905.—NEPTUNE.

(To be continued in our next issue.)



Something to write home about!



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NEPTUNE'S SCRAPBOOK

Admiral Sir Robin Durnford-Slater, K.C.B., has been placed on the Retired List to date April 12.

Sir Robin was born in 1902 and entered the Royal Navy during the First World War. A specialist in torpedoes, he was commander of the aircraft carrier H.M.S. Hermes at the outbreak of the Second World War. He was Senior Officer of the 42nd Escort Group in the North Atlantic from 1942 to 1943. In 1944, he was Director of Underwater Weapons.

Admiral Durnford-Slater was Deputy Controller of the Navy from 1953 to 1956 and subsequently commanded the Naval Forces at Port Said during the Suez operations before becoming Flag Officer, Second-in-Command, Mediterranean.

He was Commander-in-Chief, The Nore, from July, 1958, until the closure of the command on March 31 this year.

Vice-Admiral Sir Laurence Duracher, K.C.B., O.B.E., D.S.C., was promoted to Admiral to date April 12.

A communicator, Admiral Duracher was born in 1904 and entered the Royal Navy in 1918. Whilst Fleet Signal Officer on the staff of the Naval Commander Expeditionary Forces and Commander-in-Chief, Mediterranean, he was Mentioned in Despatches and awarded the O.B.E. for distinguished services during the invasion of North Africa. His D.S.C. was awarded in 1944 when in command of the destroyer H.M.S. Volage

for action against shore batteries in the Andaman Islands, Indian Ocean and enemy chasers and merchantmen.

Sir Laurence was Deputy Chief of Naval Personnel from 1954 until August, 1957, when he became Flag Officer Commanding 5th Cruiser Squadron and Second-in-Command, Far East Station. He has been Deputy Chief of Naval Staff and Fifth Sea Lord since February, 1960.

Rear-Admiral J. G. Hamilton, C.B., C.B.E., was promoted to Vice-Admiral to date April 12.

Vice-Admiral John Graham Hamilton was born in 1910 and entered the Royal Navy in 1924. He became a gunnery specialist and at the outbreak of the war was Gunnery Officer of the 1st Destroyer Flotilla in H.M.S. Grenville. In 1943 he was Gunnery Officer of H.M.S. Warspite and received a Mention in Despatches for his part in the landings on Sicily and on the Italian mainland.

Appointments since the war include service in Japan, command of the frigate H.M.S. Alacrity in the Far East, Assistant Chief of Naval Staff at the Admiralty, Deputy Director of Radio Equipment and Captain (D) of the 5th Destroyer Squadron in H.M.S. Solebay. He also commanded H.M.S. Newcastle at the time of the Suez operations.

Admiral Hamilton has been Flag Officer Flotillas, Home Fleet, since October, 1960.



The above scene will bring back memories to all who have visited Malta. It is of the 7th Destroyer Squadron at their berths in Sliema Creek. In line abreast from left to right are H.M.S. Trafalgar, H.M.S. Dunkirk and H.M.S. Broadsword. Ahead of Trafalgar is first H.M.S. Jutland and then H.M.S. Scorpion. A couple of the ubiquitous dghaisa can be seen on the placid waters. Trafalgar is an early "Battle" class; Dunkirk and Jutland are of the "Weapon" class.

In the background is Valletta, with the long arm of the outer breakwater, whilst to the left is Tigne, and on the right the foreshore of Manoel Island.

Many will recall the days when Sliema Harbour berthed four destroyer flotillas, each of nine ships, but it should be pointed out that those ships—the old "V" and "W"s come back to mind—were of 1,100 tons to 1,500 tons whereas the "Battles" and "Weapons" rate at 3,000 tons to 3,400 tons (full load).

The First Sea Lord, Admiral Sir Caspar John, spent three days in Italy as the guest of the Italian Navy during April.

PETEREL SURVIVORS GET ENEMY'S MEDALS

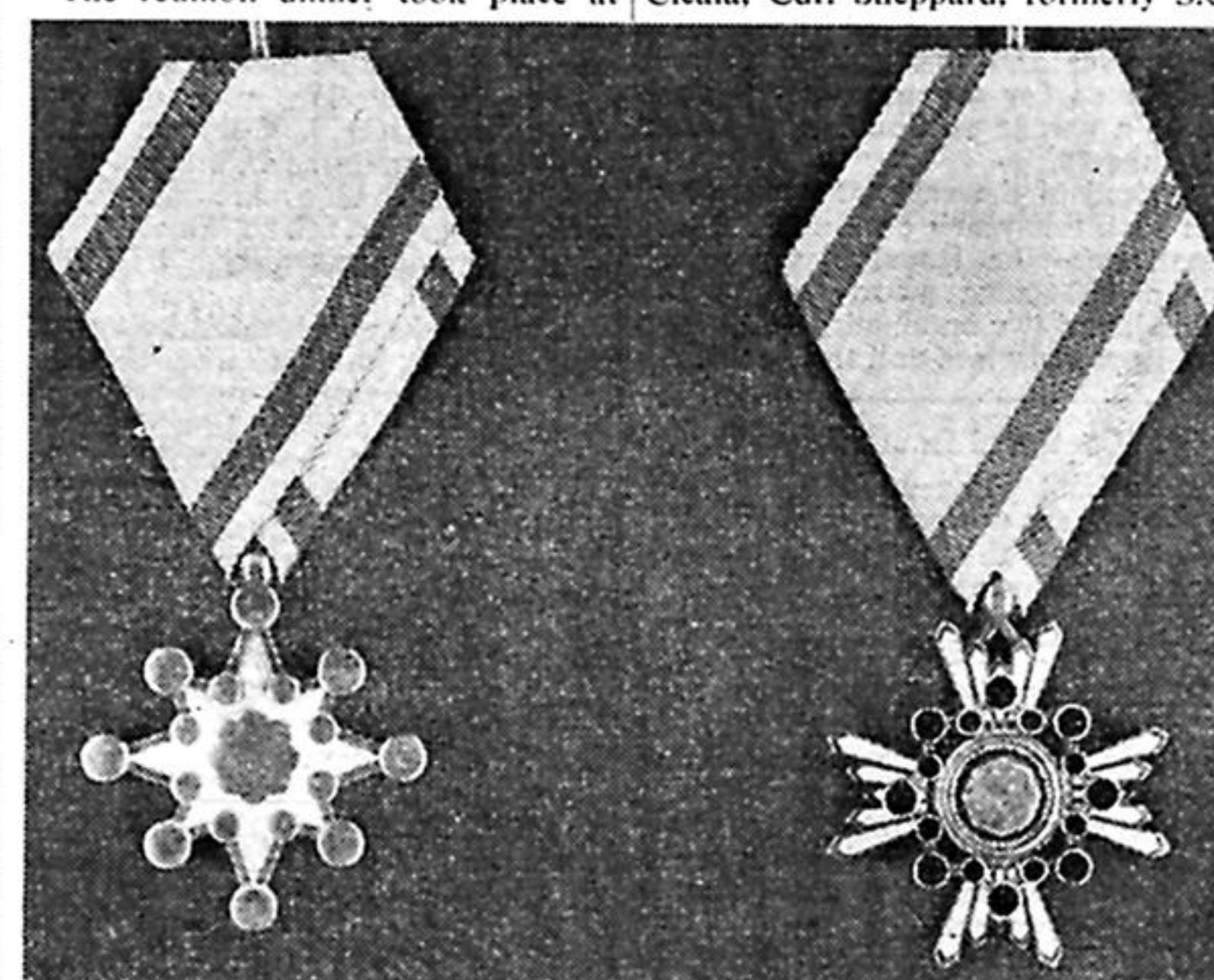
Japanese officer's gesture

TWENTY years ago, on the day that the Japanese attacked Pearl Harbour, the virtually unarmed 300-ton gunboat H.M.S. Peterel, which was acting as a floating wireless station for the British Consulate at Shanghai, was boarded by the Japanese who demanded her surrender.

Peterel's Captain, Lieut. Stephen Polkinghorne, a 63-year-old New Zealand Reserve Officer, who, incidentally, at 83 now commands a Pacific Islands coaster based on Suva, Fiji, met the borders with the words "Get off my ship."

The crew of 21 went to action stations, but within 10 minutes Peterel was a blazing wreck, being attacked by the Japanese cruiser flagship only 500yds. away, five of her men sinking with the ship. The remainder, with the exception of one who was on shore at the time, became prisoners of war. His story, "The Lonely Battle," by Desmond Wettern, was published last year. One of the crew died as a result of wounds and another died in a prison camp on the last day of the war.

The survivors recently held a reunion dinner in London, and reading in a Hong Kong paper that this was to take place, a former Japanese naval officer who took part in the attack on the Peterel, sent two medals, the Order of the Sacred Treasure 6th Class and 8th Class to Mr. John M. Watson, a former Shanghai police officer who now runs the Neptune Inn in Hong Kong. Mr. Watson sent the medals to the reunion secretary, and the survivors are presenting them to the Imperial War Museum.



The Japanese medals given to the Peterel survivors

RETIREMENT OF CHATHAM FAMILY WELFARE OFFICER

Due to the closure of the Nore Command at the end of March, one of the outstanding personalities who will be greatly missed is Lieut-Cdr. Richard Tom Lidsey, R.N. (Retd.), who was appointed as Family Welfare Officer in January, 1956.

Lieut-Cdr. Lidsey has given untiring service to the many naval families who have consulted him concerning their domestic, matrimonial, housing problems, etc., and it is with real sorrow that many of his friends will read that he is retiring.

During the five years Lieut-Cdr. Lidsey has been in Chatham, he has continually tried to improve the standard of efficiency in the Family Welfare organisation and has consistently worked long hours in an effort to find a solution to the problems of the many naval families who consulted him.

PERSONAL INTEREST

Lieut-Cdr. Lidsey has taken a great personal interest in the accommodation difficulties of naval ratings' families. (Continued on page 11, column 2)

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Frying tonight—a generous gift from one of the trawlers

Puma prowls among the 'fishers'

VOLUNTEER LESSON LEARNED

(BY "NAVY NEWS" CORRESPONDENT)

ON March 8, H.M.S. Puma sailed from Devonport flying the Fishery Protection Flag on her way to patrol the waters around Iceland. On board for their first sea trip were five very disillusioned junior seamen who had joined the ship by means of a "pier-head jump," under the impression that the ship was proceeding to France! Never mind, they have learned one unwritten law of the Navy. "Never volunteer."

Due to fog, course was set to take us round the west coast of Ireland instead of through the St. George's Channel. There we met some pretty bad weather, which gave us a taste of things to come, but with our stabilisers working flat out we couldn't complain.

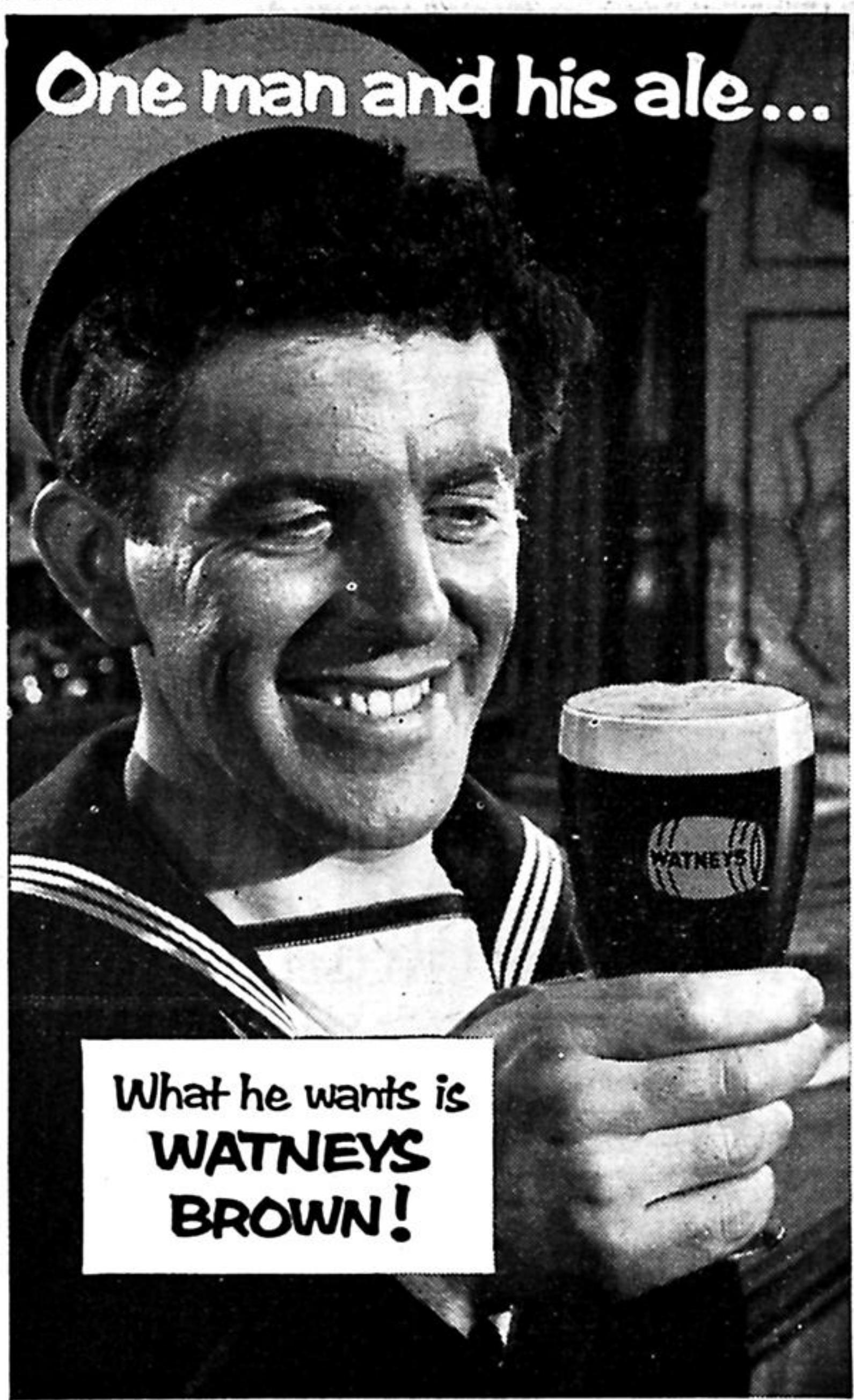
On Sunday, March 12, Puma relieved Malcolm who appeared to be overjoyed to see us and showed their appreciation by dressing overall, pelting us with spuds and transferring a string of kippers. The kippers were thoroughly enjoyed by some of the Chief's Mess.

Most of Puma's company wondered why we were greeted with such enthusiasm, this being for the majority of us our first time on this job, but after three weeks of it plans were being laid to welcome our relief in a suitable manner.

Boredom hardly had a chance to show itself. With the inflatable raft

(Continued on column 3)

One man and his ale...



What we want is WATNEY'S

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Trial Ship Returns to Devonport

H.M.S. Girdle Ness (Captain P. G. Lachlan, M.B.E., R.N.) the Royal Navy's guided-missile trials ship returned to Devonport on April 26, for a short refit, having been in the Mediterranean since July, 1959.

During this time she has been working from Malta proving the Navy's ship-to-air guided missile "Seaslug," which will be the main armament of the new Hampshire class guided-missile destroyers.

The trials have been arranged to allow Naval personnel to test, under Service conditions, every part of the missile system, including radars, launcher and test equipment. The instrumentation testing is being done by the 21 civilians of the Royal Naval Scientific and Photographic Services who are part of the ship's complement. The trials have shown the missile to be even better than hoped for and the system of operation has proved a great success.

Pilotless target aircraft have been used for all the missile firing trials, and

because the system is so accurate, special precautions have had to be taken to prevent the missile from colliding with and destroying the aircraft. A vast amount of information has been obtained, and much of this is still being analysed. It is fed into special computers so that, such firings need not be repeated as they can be simulated more cheaply ashore.

Valuable sea experience has been gained during the trials and a number of officers and men with this training will now be available to man the new guided-missile destroyers.

Also developed on board have been methods of missile maintenance and operation and personnel training. The Girdle Ness will return to Malta in July to conclude the trials.

First Visit Home for 15 Years

WHEN H.M.S. Bermuda visited Sierra Leone for Independence celebrations in April a 28-year-old Royal Marine Forces volunteer reservist stepped ashore to see his parents in Freetown for the first time since 1946.

He was Corporal Olufemi Williams, who was born in Kaduna Nigeria and lived in Sierra Leone from the age of four months until coming to England to go to school in Epping nearly 15 years ago.

The Royal Navy arranged for Corporal Williams to do his annual period of training in H.M.S. Bermuda so that he could see his parents during the ship's five-day stay in Freetown. He left Plymouth in the cruiser on April 17 and arrived in Sierra Leone on April 24. His round trip was nearly 6,000 miles.

Corporal Williams enlisted in the Royal Marines for his National Service in 1954 and joined the Royal Marine Forces Volunteer Reserve, City of London Unit, in 1957. He is studying law and hopes to take his Bar finals at the Inner Temple next year.

FINWHALE DAMAGED

H.M.S. Finwhale (Lieut.-Cdr. J. R. Wadman, R.N.), a submarine of the Porpoise Class which was accepted into service last August, carried out "under the ice" trials in the Arctic during the latter end of March and the beginning of April.

The submarine returned to Glasgow on April 11 with a huge hole torn in her casing. The damage however was not caused by the ice but occurred during one night when the submarine was steaming into a heavy head sea.

The damage did not interfere with the Finwhale's programme. Finwhale will be repaired at Portsmouth where she arrived on April 13.

A BIRTHDAY PARADE AFTER ALL

ALTHOUGH it was stated last year that it was possible there would be no more Queen's Birthday Parades at Portsmouth because of the cuts in manpower and the lack of time to train men for the occasion, there is to be a parade on Southsea Common on June 10.

Instead of the very large parade of the past, this year's occasion will be a small one—the Royal Navy providing a 100-strong guard from Whale Island, and two companies of 50 from the Royal Marines and the Army.

(Continued from column 2) and sea boat going up and down like yo-yos, there were also other outdoor sports like fuelling ship and transfers to pass the time away.

NO VOLUNTEERS

Quite a number of men have spent a day visiting one or other of the trawlers, but only one person I know of wanted to be a fisherman. Everyone commented on the big eats they had, but the hours and work put in by trawlermen are too much for the average Navy man.

The trawlermen are very generous to our ships on these patrols. We received many fine gifts of fish from them. Our Coxswain, assisted by a couple of stalwart mates, regularly gave up their own time to fry up in the galley. The queue which formed up outside every night would gladden the heart of any fish and chip shop owner.

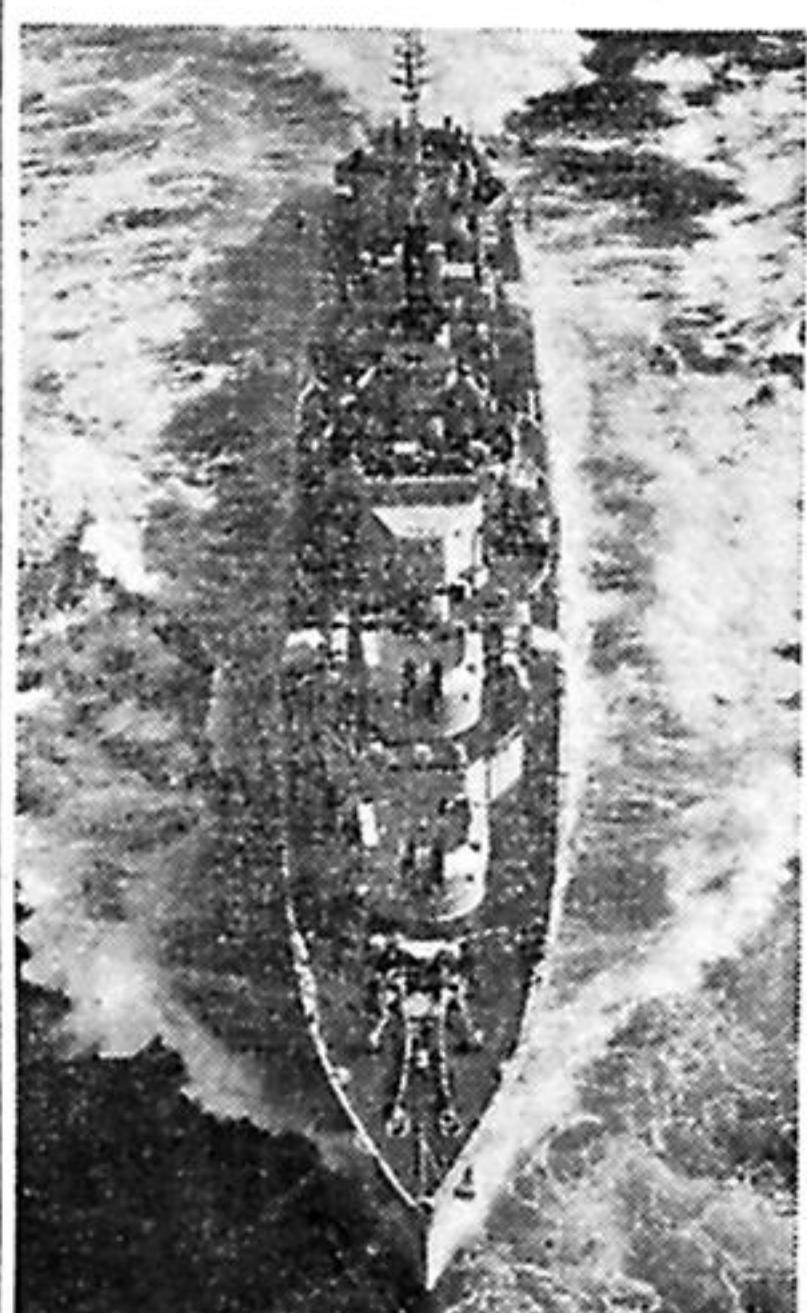
STOP LOAFING!

The arctic clothing issued today is good stuff, a change from a few years ago when a duffle coat and a pair of long woollen "underpants" was thought sufficient. However, it does tend to confuse identities as several times our First Lieutenant was told to stop loafing around and give a hand with the raft!

A beard-growing competition got away to a fine start, but the number of contestants dwindled each day. Typical of a mate, give him permission to grow fungus on his face and he keeps clean shaven!

After a month, during which 8,000 miles was motored, Puma returned to her lair at Devonport for Easter leave. She will be out on her prowls again early in May.—"READY TO LEAP."

TURNING AT SPEED



H.M.S. Saintes, one of the "Early Battle" Class of destroyers turning at speed during high-speed manœuvring trials

LOCH FADA

(Continued from page 1, column 5)

During the docking period, leave parties went out into the wilderness of Pakistan and sat up half the night pig shooting—others later went off into the African jungle to meet the elephant, rhinoceros and ostriches. Even in the Persian Gulf itself, camping parties on desert islands provided their own special kind of amusement and, of course, line fishing and underwater fishing were carried out at most places. Marine Pryor won the Captain's prize with a 56 lb. rock cod.

The ship's football, hockey and cricket teams have taken on the local sides on almost every possible kind of surface and in every imaginable kind of weather. From being literally blown and haled off the barren rock football pitch of Klaksvik, in the Faeroes, to the occasional grass pitches in East Africa and India, and then again to the scorching hot and ankle deep sandy pitches of some of the places in Arabia.

VARIETY OF ACTIVITIES

The health of the ship's company has been surprisingly good under the circumstances. Apart from the excellent medical team, it is certain that all this wide variety of activities, carried out to a great extent after working hours, did a great deal to keep both minds and bodies quick and active throughout the commission.

The long journey home from Aden started on March 27 and was made all the more interesting by calls at Massawa, Port Sudan and Tobruk. The call at Massawa came very shortly after the unsuccessful coup in Ethiopia. Although the country itself was still very tense the Ethiopian Naval Base and the local populace could not have been more hospitable.

AT TOBRUK

At Tobruk, Loch Fada had the honour of providing the Naval guard of honour and firing party for the ceremony of the 20th anniversary of the Siege of Tobruk, to which a large party of the Rats of Tobruk had journeyed all the way from Australia in R.M.S. Orontes. The ceremony was held in the very beautiful British War Cemetery. The guard and firing party acquitted themselves most admirably in front of a large crowd. On arrival at Gibraltar Loch Fada was once again required to provide a large ceremonial party, this time to line the streets in honour of the visit of Her Majesty the Queen Mother in the royal yacht Britannia. Once again the little frigate from the Faeroes and the Persian Gulf did all and more than was asked of her.

When the ship's company came ashore for a short week-end's leave before taking Loch Fada round to Chatham to pay off and refit, they could well feel satisfied with their achievements of the last 18 months. They have had a lot of hard work to do, often under by no means pleasant conditions, and have always risen to the occasion most nobly. They have travelled widely and by any standards seen a lot of the world in these 18 months, in addition they have had a lot of fun and made a great many friends wherever they have been. What more could a sailor ask of a commission?

First R.N. Ship to visit new Malagasy Republic

LYNX—COCK OF THE FLEET

(BY NAVY NEWS CORRESPONDENT)

H.M.S. LYNX recently completed her second East Coast cruise to Mauritius, Diego Suarez and Nacula.

The sports programme at Mauritius was very full but our performance, in all but the cricket, which we won, was not good. However, afterwards was another matter and we acquitted ourselves well during the celebrations. Grand Baie Yacht Club in its glorious technicolour setting, was visited by a sailing team, but here again local knowledge proved too much for us.

We surprised the inhabitants of Tromelin island by anchoring off early one morning whilst on passage from Mauritius to Diego Suarez. This island has nothing on it but a French-manned meteorological station supplied by air every two months.

A day later we arrived in Diego Suarez and since Madagascar became Malagasy in October, 1960, H.M.S. Lynx was the first R.N. ship to visit the new republic. Diego has little to offer but a good beach some 20 miles away, and good use was made of it. Bathing parties every day and continuation of the regatta training started in Mauritius, kept us busy.

During the stay a strong liaison with the French Hydrographic Ship "Beau-temps Beaufort" was struck up, and our French improved daily.

Nacula is a growing port in Mocambique, but we stayed only 24 hours for a look-see and regatta practice, before returning to a crowded ten days at Simonstown to include an inspection, a regatta, store ship, farewell dance and Easter.

The Departmental Inspection over

we got down to the serious business of pulling in a borrowed conventional whaler. During the few days before April 5 crew after crew tuned themselves up.

FAREWELL TO SOUTH AFRICA

The day arrived with a strong wind and rough sea but the regatta was on with a shortened five cable course. We started badly with the officers coming last and taking 40 minutes over it (!), but by the end of the day after a fine pull by the juniors we were lying first, equal with S.A.S. Good Hope, with two more races to be pulled on the Friday. The Veterans, in the first of Friday's races, put us two points ahead (winning the Sloop Cup at the same time) and the open whaler clinched it by beating our two nearest competitors. Without winning a race we were the Cock, and in this happy position the All-Comers ran away and won the last event.

That night the whole ship celebrated at a successful farewell dance which was attended by Mrs. Copeman, wife of the Commander-in-Chief South Atlantic and South America. In Simonstown repeated forays by S.A.N. ships failed to take any trophy from off us and we left our many friends in South Africa Cock of the Fleet, but a little sad to the cheers of the South African Navy.

H.M.S. Lynx is due to return to the United Kingdom in July after a period in South American waters.



H.M.S. Lynx, the anti-aircraft frigate. A recent picture taken from H.M.S. Victorious.

Royal Navy helps flood prevention by Tidal Survey

ENGINEERS engaged on flood prevention schemes in the West Country have been among the first to benefit from new information gained by the Royal Navy as a result of the survey of tidal conditions around the coast of the British Isles started two years ago.

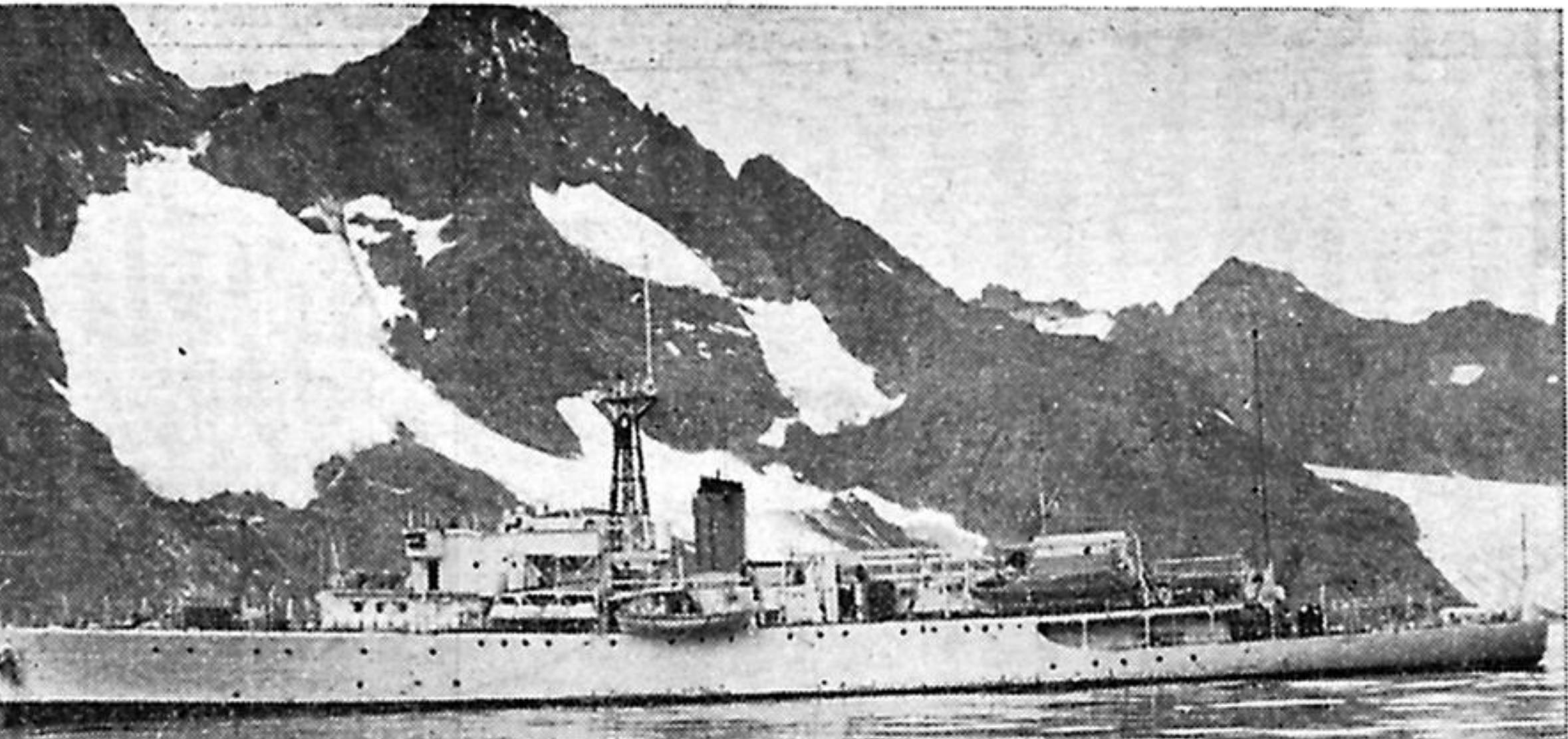
The measuring of water heights and time simultaneously is undertaken by survey recorders, ratings from the R.N. Hydrographic School at Devonport, and the time that can be devoted to it is limited by manpower resources and the periods during which suitable tidal conditions exist. This year they will be spending some five weeks bringing up to date and checking information on a 50-mile stretch of the Devon and Cornwall coast westwards

from Devonport.

"The results achieved have established the necessity for this work to be undertaken," said an officer on the staff of the Hydrographer of the Navy (Rear-Admiral E. G. Irving, O.B.E.) who is responsible for the survey.

"We are now able to work out completely reliable levels along the coastline already covered and have discovered a number of interesting facts concerning conditions. A single instance is that the tidal level inside the harbour at Exmouth is much higher than outside as the water gets 'dammed up.' This may have a direct bearing on flooding there."

Only one previous attempt at a complete survey has been made in Great Britain and that was 130 years ago.



H.M.S. Owen in Larsen Harbour

H.M.S. OWEN IN ANTARCTICA LANDS 'ROBINSON CRUSOE'

THE Royal Naval surveying ship, H.M.S. Owen, retracing the first and last stages of Darwin's 1831 cruise in H.M.S. Beagle, has arrived in South Georgia to begin the work of revising Antarctic charts.

At Gough Island, she picked up her medical officer, Surg. Lieut. R. S. McKinnon, R.N., who had spent a month ashore tending the needs of the lonely islanders at Tristan da Cunha.

The ship landed members of her surveying party with British scientists to study this "naturalist's paradise."

At Elsehul, after steaming past icebergs in dense fog, the ship picked up other members of her company who had been surveying on shore, and took on board three extremely rare South Georgian teal which are to be brought home for the Severn Wildfowl Trust.

At an isolated cove in uncharted waters between Ducloz Head and South Undine Harbour, the ship said farewell to author and explorer Duncan Carse, before putting him and his supplies ashore for his solitary two-year "Robinson Crusoe" existence.

Mr. Carse, whose voice will still be remembered from when he took part in the thrilling exploits of "Dick Barton—Special Agent," was on board Owen for nearly five months. He was presented with H.M.S. Owen's crest by Cdr. G. P. D. Hall, D.S.C., R.N., Commanding Officer of the ship, before leaving.

In Memoriam

Noel Henry Thomas Frost, Tac Opr. 2, P/J.948796, H.M.S. Cavalier. Died March 19, 1961.

Richard William Holland, E.M.I., P/M.964694, H.M.S. Londonderry. Died March 30, 1961.

Cook (O) Sue Cheung, 0-1600, H.M.S. Tamar. Died April 1, 1961.

Bryan David Lyett, E.R.A.3, P/M.943554, H.M.S. Victory. Died April 5, 1961.

Ronald William McDowell, E.R.A.1, P/MX.777584, H.M.S. Medway. (S.M.T.) Died April 6, 1961.

Peter Cogar Pollard, Chief Mech (E), D/KX86948, H.M.S. Bermuda. Died April 6, 1961.



"Robinson Crusoe" Duncan Carse—the "Dick Barton" of some years ago—safely ashore on his lonely island, does a spot of personal surveying—of his stores

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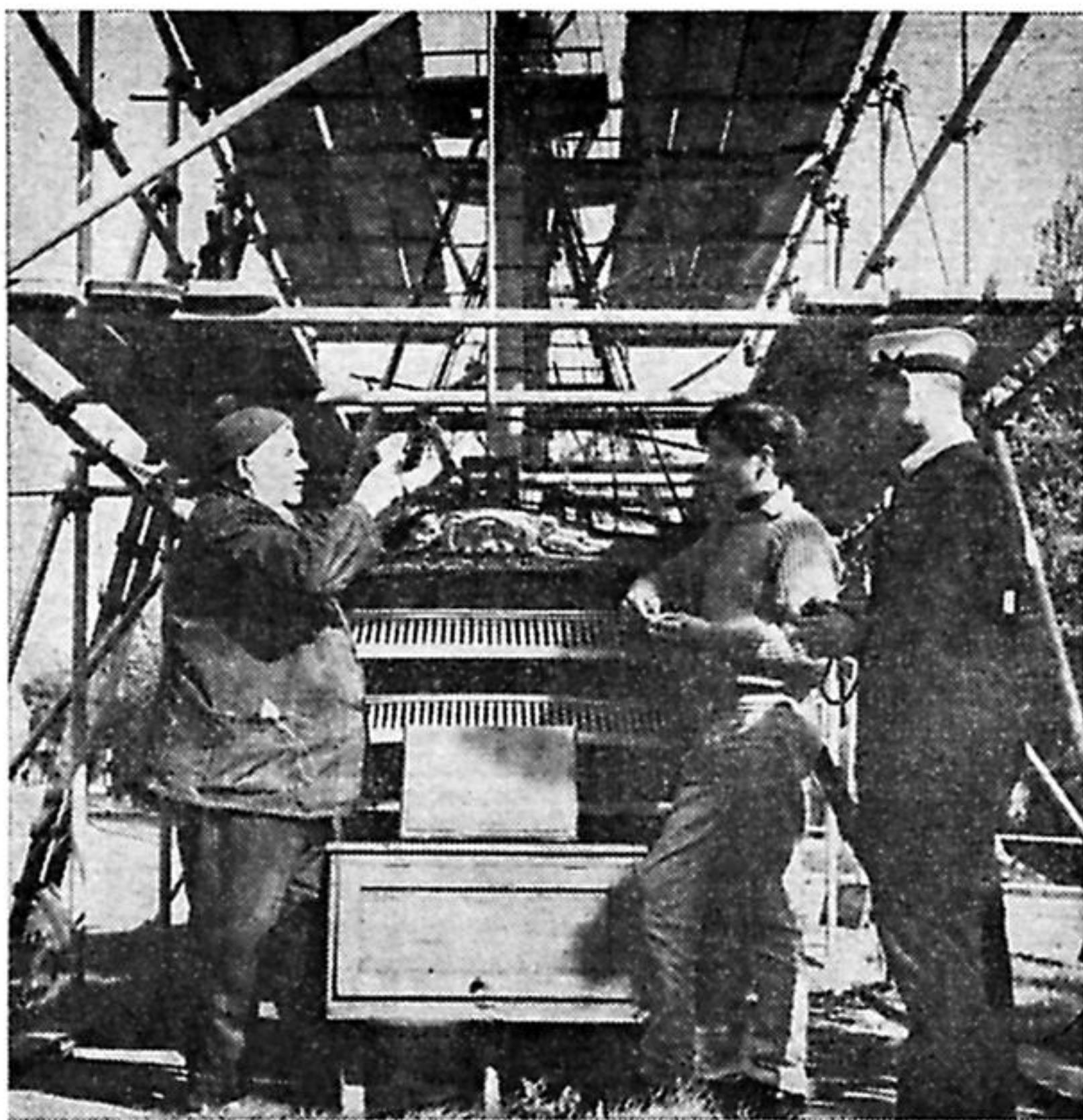
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During exercise "Roulade" off Aden, the helicopters of 848 Squadron flew a continuous shuttle service from H.M.S. Bulwark (seen above), lifting 42 and 45 Commandos ashore and bringing in supplies for the force



Mr. E. Squires instructs David Dalglish and A.B. A. Armstrong in the intricacies of Queen Charlotte's rigging

Queen Charlotte has a refit

THE model of H.M.S. Queen Charlotte, a Whale Island landmark, which greets visitors as they come over the footbridge is at present swathed in scaffolding whilst it is being given a new set of rigging.

The original model was built in 1936 but due to the lack of maintenance during the war it gradually deteriorated until the model had to be dismantled in 1957 and was replaced by the present one.

This Queen Charlotte was laid down in 1956 and completed in May, 1958, when it was officially commissioned by Admiral of the Fleet Sir Arthur Power, G.C.B., G.B.E., C.V.O., during the celebrations, that year, to mark the anniversary of the Glorious First of June.

The model was constructed by the shipwrights of H.M.S. Excellent and the rigging carried out by the riggers of H.M. Dockyard.

The present refit is being carried out by the staff of the Sailing Centre assisted by volunteers and under the direction of Lieut.-Cdr. Percy South, R.N. The picture shows the riggers at work; Mr. E. Squires who retired from the Navy in 1960 after 40 years,

man and boy, in the Service. After early schooling in the Watts Naval Training School he joined the Navy as a boy at H.M.S. Ganges and served throughout the world wherever the Navy goes, except for China.

Able Seaman A. Armstrong an ex-“Royal Yachtsman” who is shortly off to H.M.S. Trafalgar as a leading hand and Mr. David Dalglish the son of Whale Island’s Captain.

David Dalglish is a member of the Naval section of the Sherborne School Combined Cadet Force and has twice been abroad with his unit; to Belgium on board H.M.S. Keppel in 1960 for the Zeebrugge anniversary celebrations, and this year to the Channel Islands.

JAPAN'S 'VICTORY'

In Japan final plans to preserve the battleship Mikasa as a national shrine have been completed

Built in Britain in 1900, the Mikasa was Admiral Togo's flagship at the battle of Tsushima in 1904.

Now, she will become, to the Japanese, what the Victory is to people in Britain

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News of other Navies

Floating dock for Polaris submarines in Holy Loch

GERMAN CRUISER STILL THREATENS OSLO

BY DESMOND WETTERN

THE first section of a 470ft. long floating dock for Polaris submarines is being made ready for sea in America prior to its being towed to the Holy Loch.

The complete dock, A.F.D.B. 7 (Auxiliary Floating Dock—Big) was built in 1945 and has been in “mothballs.” Each of the four sections has two diesel generators to supply power for various tools, lighting and the armament of two 40mm. bofors.

It is expected that the first section will leave the east coast of America on May 1 and arrive in Scottish waters exactly a month later. When all four sections have been towed across and joined, they will form a dock capable of taking two Polaris submarines side by side. The complement of each section is three officers and 75 ratings.

FLEET AIR ARM PILOT WITH U.S. MARINES

At a recent parade at the U.S. Marine Corps airfield at Santa Ana, California, Lieut.-Cdr. A. A. Hensher, R.N., a Fleet Air Arm pilot, was presented with a plaque and citation as a tribute for his work with the U.S. Marines.

Lieut.-Cdr. Hensher is thought to be the only R.N. exchange pilot serving with the American Marines. During his 18-month tour of duty he has piloted a helicopter in all kinds of operations from fighting forest fires to carrying troops. He has also flown at night from carriers and carried out rescue work.

Commenting on the presentation to Lieut.-Cdr. Hensher, the official U.S. Navy publication “Naval Aviation News” says that the plaque and citation “represented the high esteem held by every member of the Command for the British pilot.”

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Mechanician
KX 852877 G. Hudson, KX 840325 R. Barr, KX 851568 A. G. Cooper, KX 854160 G. W. Mitchell.

To Chief Electrician
MX 803632 R. A. Gibbs, MX 803816 J. G. Scott, MX 844512 G. Anderson, MX 766154 J. H. Temperley, MX 759566 G. E. Stansbie.

To Chief Petty Officer
JX 139736 S. E. Lidstone, JX 162551 W. J. Keating, JX 156840 P. L. Watson, JX 154064 W. J. Britton, JX 154466 N. J. V. Osspring, JX 161637 K. F. Hendry, JX 155993 J. R. Cullen, JX 171844 C. W. P. Roberts, JX 154625 F. C. Finch, JX 160891 J. A. W. Myall, JX 714272 E. J. Mount, JX 127302 G. H. Rosevear, JX 890776 T. P. Gaffney, JX 646405 F. J. Brown.

To Acting Chief Engine Room Artificer
MX 842942 R. J. Small, MX 919479 L. J. Whitworth, MX 803741 G. N. C. Valvo, MX 855598 U. P. Kerr, MX 573002 R. J. Luckman, MX 924561 C. D. Newton, MX 855718 J. Faulkner, MX 855551 R. C. Dyer, MX 923813 P. Peckham.

To Chief Engineering Mechanic
KX 790408 W. H. Ritchie, KX 116584 P. V. Marion, KX 833544 J. G. Anderson, KX 59937 J. E. Ede, KX 833915 R. P. Pickford, KX 893177 R. Braiman, KX 92992 D. C. O'Connor, KX 790300 E. Baharie, KX 82787 R. Adair, KX 98360 D. Carey.

To Chief Joiner
MX 804756 A. Ritchie.

To Chief Radio Electrician
MX 855004 S. E. Coppinger, MX 849603 R. A. G. Scobie, MX 835127 J. W. C. Sealey, MX 847512 P. E. Westmore.

To Stores Chief Petty Officer (V)
MX 771589 F. D. Storey.

To Chief Petty Officer Cook (O)
MX 859451 R. W. W. Colman.

To Master at Arms
MX 712373 W. J. Reynolds.

To Acting Chief Ordnance Artificer
MX 857342 R. J. Dummer, MX 888843 C. G. Parker.

To Sick Berth Chief Petty Officer
MX 758960 D. C. Randall.

To Acting Chief Electrical Artificer
MX 855932 J. E. Palmer.

To Acting Chief Radio Electrical Mechanician
MX 834556 W. L. Page.

To Chief Petty Officer Writer
MX 854003 J. B. M. Humphress, MX 780196 P. J. Denham.

To Chief Petty Officer Cook (S)
MX 60951 W. J. Thomas.

To Chief Petty Officer Steward
LX 739412 H. Clemo.

To Chief Radio Communication Supervisor
JX 292043 R. Almond, JX 712688 W. J. Prickett.

To Chief Communication Yeoman
JX 712520 H. J. Soden.

To Acting Chief Aircraft Artificer (AE)
L/FX 670170 H. J. C. Bennett.

To Acting Chief Aircraft Artificer (O)
L/FX 668414 N. Jopling.

To Chief Air Filter (AE)
L/FX 788539 E. A. Clarke, L/FX 817524 G. Laws.

To Chief Air Filter (O)
L/FX 587063 A. H. Smith.

To Chief Airman (Met)
L/FX 670335 D. C. M. Moore.

To Chief Electrician (Air)
L/FX 816563 J. H. S. Lach-Szyrma.

To Chief Radio Electrician (Air)
L/FX 856195 R. F. Tingley.

To Chief Wren
49304 K. M. Moth, Cook (S), 108441 J. J. Crossle, Radar Plot.

NORWAY

Two hundred feet below the waters of Oslo fjord the German cruiser Blücher is once more threatening the city she sailed to attack 21 years ago.

In April, 1940, during the German invasion of Norway, the 10,000-ton cruiser was sunk by Norwegian shore-based torpedoes. Entombed in her hull are hundreds of German sailors, soldiers and Gestapo men and masses of equipment, including a printing press intended to produce propaganda newspapers.

But now there is a very real danger that any day her fuel tanks may rust through and release thousands of tons of oil fuel into the fjord.

This could spell ruin for the important tourist trade in the area, since the fjord is used for long-term and weekend holidaymakers. It would also destroy bird life.

Because of the depth of water and the passing of shipping in and out of Oslo harbour, it has been impossible to salvage the ship so far. Now the salvage company who own the wreck are hoping the government may provide financial assistance.

AUSTRALIA

Australia has said farewell to the nation's first warship, the Penguin.

Built in Britain in 1876, the Penguin formed the nucleus of what was to become the R.A.N. For many years she has been used as a floating crane platform.

But recently she was found to be too rotten to remain in service, and she was towed to Kerosene Bay and destroyed by fire.

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41 Gordon Street, Glasgow
12 North Bridge, Edinburgh
52 Commercial Street, Dundee
20 High Street, Belfast
12 Main Street, Gibraltar

AND BRANCHES THROUGHOUT BRITAIN

Can three-minute barrier be broken?

FIELD GUN CREWS QUIETLY CONFIDENT

THE Royal Tournament is fast approaching and soon the men who have been striving might and main to perfect their drill and, perhaps, break that "three-minute barrier," will see the results of their efforts.

Recruiting for the 1961 Portsmouth Field Gun crew was most encouraging. Anyone with Portsmouth as his preference draft was eligible and there were over 400 volunteers. This meant an extensive job for the staff, including visits to Chatham, Portland and even Devonport to sort out the men.

There was the same response to the call for volunteers at the other ports.

By the end of January the numbers had been whittled down to 50 and training commenced with a tough session of physical training and circuit training at 0730, on February 1.

Portsmouth now has two good crews, "B" chasing "A" in ever decreasing times. At the first public run on April 20, "A" crew achieved a time of 3 minutes 8 seconds, which augurs well for the tournament.

The record at present is 3 minutes 4.2 seconds, set up by the Fleet Air Arm in 1960 and this record will take a lot of beating. Already the crews seem to be going at "break-neck" speed and to the observer it seems impossible that those vital seconds can be saved. However the Field Gun officers feel sure that the odd seconds can be made up somewhere along the line.

NOT ALL HARD SLOG

It has not been all hard slog and no play for the Portsmouth team. Messrs. Watneys and Whitbreads have given the teams two splendid days in London. The men enjoyed the breaks and, needless to say, the wares.

At Portsmouth, demonstration runs are given every Tuesday and Friday, at 1140 for Naval personnel and at 1645 on Thursdays for the public. These runs will continue until the team leaves for Earls Court on May 27.

It is most important for the crews to become used to a huge audience and it is hoped that as many as possible will go and watch the demonstrations.

OUT OF DATE

One onlooker was heard to say at

one run: "This seems a bit out of date. Tons of metal are being thrown about the heavens at thousands of miles an hour and here we have men rushing around just for the spectacle."

The crew feels he was jaundiced. To the average onlooker the Field Gun Competition is a triumph of co-ordination, of speed and accuracy. Every movement is timed to a split second and shows crews, trained to the pitch of perfection, competing one with another in a competition of skill and daring and, above all, as a team.

The Royal Tournament lasts from May 31 to June 17. The competition proper starts on Saturday, June 3, with Devonport v. Fleet Air Arm in the afternoon, and the Fleet Air Arm v. Portsmouth at the evening performance. The times of the performances are 2.30 p.m. and 7.30 p.m. The Royal Command performance takes place on June 7, at 2.30 p.m., with Devonport v. Portsmouth.

THREE CUPS

Now that Nore Command has closed down there are only three teams—Devonport, Fleet Air Arm and Portsmouth, and all three commands are sure that their team will be victorious. There are three cups to be competed for—the Inter-Command Cup, the Fastest Time Cup and the Aggregate Time Cup. All three cups are at present held by Lee-on-Solent.

The Field Gun officer of the Fleet Air Arm Command, Lieut. B. Carter, R.N., is quietly confident that the cups will stay in their present quarters, but both Lieut. T. J. C. Hodson, R.N., from Portsmouth Command and Lieut. C. S. Argles, R.N., of Devonport Command, have other ideas.

Coming back to the question of the three-minute run, it is understood that the Royal Naval Shipwright Artificers' Association has stated that five bottles of whisky will be presented to the Portsmouth team if it can make a run in under three minutes.



The Portsmouth Field Gun crews and trainers

Sudden death of Commander Cameron, V.C.

AT the early age of 45, Cdr. Donald Cameron, V.C., R.N., died in R.N. Hospital, Haslar, on April 10. He had not been in the best of health for some time, but was only admitted to the hospital a couple of hours before he died.

Cdr. Cameron won his Victoria Cross for his "courage, endurance and great contempt for danger in the face of the enemy" when midget submarines attacked the German battleship Tirpitz in its protected anchorage in Alten Fjord.

Formerly in the Merchant Service, Cdr. Cameron joined the Royal Naval Volunteer Reserve in 1939 and was a lieutenant in the reserve when the attack on the Tirpitz was made.

Rear-Admiral A. R. Hezlet, Flag Officer Submarines, said, in a tribute to Cdr. Cameron, that "his death is a great blow to submariners."

Cdr. Cameron's body was committed to the sea off the Nab Tower on April 13 after a service at the Church of St. Ambrose, in H.M.S. Dolphin. His coffin was carried to Spithead in H.M.S. Thule (Lieut. A. R. Thompson, R.N.).

PORTSMOUTH—YESTERDAY AND TODAY

PORTSMOUTH is a thousand years old. But for the first seven or eight centuries of its existence it occupied only a small corner of Portsea Island, round the harbour mouth. Elsewhere on the small island were separate hamlets, little independent communities like Milton, Kingston and Fratton which had little connection with Portsmouth were probably older.

Portsmouth today has gathered in these hamlets, and still unsatisfied, has taken a leap over Portsdown, climbed to the summit of Portsdown, and spread nearly to Portchester in the west and to Farlington eastward. Much of this enormous growth has taken place in the present century."

In a most fascinating book, "Portsmouth Not So Old," by Richard Esmond (Messrs. Gale & Polden, Ltd., Edinburgh Road, Portsmouth—10s. 6d.), the growth of Portsmouth is told. Not a "dry-as-dust" guide book, but the growth of a city as seen through the eyes of small boys, men in their prime and those, in the evening of their lives, looking back, recalling people, places, life and actions in the days not so long ago but, with modernity everywhere, wondering whether their memories are playing them false.

QUIET FIELDS

To walk across the quiet fields to the parish church hardly suggests the now closely built-up area that is the modern Portsmouth. Yet it did refer to Portsmouth not so very long ago. One who came to Portsmouth as a young woman about 90 years ago used to talk about the walk from Portsea to St. Mary's, Kingston, in just that way.

Although most people know of Church Path as a dingy shut-in passage

between the backs of houses, it is hard to imagine it as an ancient right-of-way across the meadows.

SOUTHSEA'S RAILWAY

Richard Esmond, who so obviously loves Portsmouth, writes of The Dockland Wall, Round about the Guildhall, Portsmouth's Petticoat Lane, Flathouse, Southsea, the piers, street names and people, Southsea's railway—it ran from Fratton station, crossed Goldsmith Avenue, Jessie Road Bridge, the open space now called the "square" at the western end of Devonshire Avenue, the end walls of the gardens of Bath Road and St. Augustine Road, under Highland road bridge to the end of the line at the Southsea station in Granada Road near the Strand.

To those who are Portsmouth born and bred, "Portsmouth Not So Old" will bring back memories they thought long dead. To those to whom Portsmouth has become "home" because of their service or dockyard life the book undoubtedly gives immense satisfaction and interest. There are 21 sketches of places of interest illustrating an excellent production well worth a place on the bookshelf of all those who know, or have known, Portsmouth.

The landing ship headquarters ship H.M.S. Meon, originally a "River" class frigate (1,865 tons full load), was presented with a silver statuette of the Roman god Mercury, the Royal Signals badge, by Lieutenant-Colonel D. C. Harris, Commander Royal Signals at Middle East Headquarters, at a recent ceremony at Aden. The statuette, which marks the Meon's connection with the Royal Corps of Signals, was received by the commanding officer of the ship, Captain A. G. McCrun, R.N.



The Fleet Air Arm teams and trainers



The Plymouth Command contestants

Officer banned

At Valetta Magistrates' Court Sub-Lieutenant W. D. C. Inglis, R.N., serving in H.M.S. Girdle Ness, was fined £100 and banned for driving for a year after being found guilty of manslaughter. Sub-Lieutenant Inglis was the driver of a car which was involved in an accident when one Maltese was killed and two others injured.

CHATHAM WELFARE OFFICER

(Continued from page 7, column 5)

lies in the Medway towns and, because of the exceptionally large number of inquiries from people unable to find anything for themselves at a rent they could afford, three years ago he provided his own accommodation section in the Family Welfare Section and

was directly responsible for assisting well over 2,000 naval families to be suitably housed in private accommodation.

On his retirement from the Family Welfare Section, Chatham, there are many who will no doubt wish to be associated with good wishes for his future happiness and success. Many who read these words will have very personal reasons for gratitude for all he has done.

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AFTER DINNER—THE ORDER WAS TO



Members and guests at the annual dinner of the Sevenoaks branch (Photo: "Kent Messenger")

'CLEAR THE DECKS'

GRAB what you can and clear the floor for dancing." This was the request to members and their guests after the annual dinner of the Sevenoaks branch of the Royal Naval Association on April 8.

Speaking for the guests, the vice-chairman of Sevenoaks Urban Council, Colonel A. C. Barnard, said "It is very obvious that your association is going to make progress and I sincerely hope that the branch and officers flourish."

The president of the Sevenoaks branch, Cdr. Grove-White, thanked all those who had helped to make the branch a success during the two years since its formation.

MORE MEMBERS NEEDED

He emphasised that more members must be enrolled. At the moment there are more than 50 members and any serving member of the Royal Navy living in the Sevenoaks area is sure of a very warm welcome should he visit the branch headquarters at the Bat and Ball Hotel. Meetings take place every Tuesday. There are four serving members in the branch, two of them having joined after reading of the branch's existence in "Navy News."

The newly-elected vice-president of the Sevenoaks Chamber of Trade, Mr. A. J. Boakes, thought it was remarkable that the branch had been able to put on a dinner after only two years since its formation and said that if ever the assistance of the Chamber of Trade was needed, they would be only too pleased to help in any way possible.

Members from the Chatham branch attended the dinner and the Sevenoaks branch members thank Chatham for its support.



Commander Maundrill, of Beer (Devon), branch, holding a West Ham "Hammers" plaque presented to Beer by West Ham's chairman, Shipmate R. Timpson. On the left is Beer's secretary, Shipmate E. C. Robins—the local coast-guard

West Ham enjoyed visit to Beer

THE visit of the Royal Naval Association made to the Beer branch at Easter was a huge success and members will never forget the hospitality offered by the Beer members, nor will they forget the tremendous spirit amongst the officers and members of this new branch.

Membership at West Ham is increasing and the number of new members during April was eight, including two serving members. This was very encouraging.

On April 22nd, West Ham entertained the members of Kingston and Finsbury Park branches. The latter branch is the No. 1 Area Chairman's

branch, and Shipmate A. Woonton, the new chairman, was present. The co-operation of all shipmates resulted in a very enjoyable evening, with West Ham's new chairman, Shipmate "Tim" Timpson, winning a prize during the course of the fun.

Perhaps the real star prize of the evening was the obvious enjoyment of the new members who really felt that they are now members of a grand association.

On April 29, West Ham visited Camberwell for the "Tramps Ball" held by that branch every year and, as usual, everyone present thoroughly enjoyed themselves.

Hinckley has standard—now for dedication

THERE were 80 present when the Hinckley branch of the Royal Naval Association held its annual dinner and dance.

The guests of honour were the National Council member for the area, Shipmate G. Young and Mrs. Young, of Leamington. It was Shipmate Young's second dinner at Hinckley and he remarked that this time the

number present was double what it was the last time.

The chairman for the evening was Shipmate J. Meigh, and the vice-chairman of the branch, Shipmate A. Thomas, officiated as toastmaster. The president of the branch, Councillor W. K. Wileman, was unable to be present as he was in America, but he sent good wishes for a very pleasant evening.

In congratulating the Hinckley branch, Shipmate Young referred to the good work of the secretary, Shipmate J. Middleton. He also thanked the social secretaries, Shipmates A. Frost and W. Shires, for the excellent arrangements made for the dinner and dance.

The National Council member then pointed to the branch standard, saying that one ambition had been achieved but the job now was to dedicate it and that would cost money. He was sure that the branch could, and would, do this.

Shipmate Young remarked that quality meant a lot. A small branch, with working members, was better than a large branch whose members would not attend the meetings.

Shipmate H. Dunn suitably replied on behalf of the Hinckley branch and Shipmate F. R. Dean proposed a toast to the guests, which was responded to by Shipmate J. Wark, the area chairman.

Officers of the branch for 1961 are: chairman, Shipmate J. W. Meigh; vice-chairman, Shipmate A. Thomas; secretary, Shipmate J. C. Middleton, Hinckley Road, Burbage; treasurer, Shipmate H. Dunn; social secretaries, Shipmates A. Frost and W. Shires; welfare, Shipmate E. P. Herbert; committee: Shipmates R. Kaye, K. Freer, A. Orton and J. Wall.

Bridgwater well supported for Dedication ceremony

STANDARD A REMINDER OF PURPOSE AND IDEALS—BISHOP

WHEN the new standard of the Bridgwater branch of the Royal Naval Association was dedicated by the Bishop of Bath and Wells (the Rt. Rev. E. B. Henderson) at St. Mary's Church, Bridgwater, on April 16, contingents from Yeovil, Weymouth, Truro, Torbay, Sherborne, St. Austell, Portland, Plymouth, Newton Abbot, Frome, Falmouth, Brixham, Bristol, Bridport, Beer, Bath, Dorset, Exmouth, Taunton, Wellington and Western-super-Mare were present to support the Bridgwater branch.

This large gathering did not surprise the Bishop, who said many had travelled long distances to be present.

The service was attended in state by the Mayor of Bridgwater (Alderman Mrs. A. B. Potterton) with her Deputy Mayor (Alderman E. J. Davies), ex-mayors of the borough, aldermen, councillors and senior officials.

The singing of the hymns was accompanied by the Royal Marine Band from Plymouth, directed by Lieut. L. T. Lambert, R.M., and a Royal Marine bugler sounded the "Last Post" and

"Reveille!" The lesson was read by the President of the Bridgwater branch, Admiral Sir Mark Pizey.

In his address the Bishop said that the moment when the new standard was dedicated was a moment of confidence. The standard would remind members of their purpose and the ideals of the Association.

"We forget that we were all here for a purpose, God given, not self-chosen. This standard is now set, under God, to remind you of that very high purpose."

TWENTY-THREE BRANCHES REPRESENTED AT AREA MEETING

Sir Henry by Shipmate S. Godfrey, the area vice-president.

Another stalwart to leave the area after grand service was Shipmate Harry Steward, of the Hersham and Walton branch. His leaving was mainly due to his change of residence, but it gave the meeting much pleasure to be informed that he was also taking over the honorary treasurer of the Association, and, in wishing him luck, the past chairman, Shipmate Gower, made a presentation of a brief case.

At this meeting the winner of the "Don Murray Challenge Trophy" was also decided, and the award went to the Dartford branch, for the grand effort of reviving a sinking branch. Eighteen branches of the area made entries for this award, which gives confirmation of the interest that prevails within the area.

It is hoped that the next meeting on July 8 will enable the new president to be elected and welcomed.

The parade, which included some 20 standards, was inspected by Vice-Admiral R. A. Ewing, C.B., D.S.C., Admiral Commanding Reserves, and the salute was taken in the High Street by the Admiral and the Mayor. The pavements were full of spectators as the parade, led by the Royal Marine Band, came into view. The Parade Marshal was Lieut. S. L. Turner, R.N., of Yeovilton.

There were many more spectators at the Bridgwater and Albion rugby football ground, where the band gave a display of marching and counter-marching.

Arrangements were made by Bridgwater branch, led by their Chairman (Cdr. T. G. P. Crick), and among those who accepted invitations were Lady Pizey, Mrs. Ewing, Admiral and Mrs. Hopkins (Yeovilton), Sir Gerald Wills, M.P., Mr. Edward du Cann, M.P., Admiral and Mrs. Morse, Admiral Sir Desmond and Lady McCarthy; Capt. and Mrs. Fenton, Capt. and Mrs. Clarke; Capt. (E) Maloney, Mr. J. F. May (R.N.A. Area president), Mr. W. R. N. Cast (area hon. secretary), and Alderman and Mrs. W. O. Coate and Mr. and Mrs. G. H. Bastable (Bridgwater and Albion Football Club).

Bridgwater branch of the R.N.A. is still anxious to increase its membership and invites any ex-member of the Royal Navy, W.R.N.S., and Royal Marines to write to the hon. secretary, Lieut. W. O. Carr, R.N., "Newhaven," Chedzoy Lane, Bridgwater.

We will remember them

Shipmate F. Ghent, a member of the Purley and District Branch. Aged 85 years. He was serving in H.M.S. Camperdown when she rammed H.M.S. Victorious and was a veteran of the South African war.

Shipmate J. A. Gordon, B.E.M., died March 13. A member of the Salisbury branch.

Darlington is thriving

THE Darlington branch of the Royal Naval Association is still very active and thriving. Although there has been no report in these pages for the past 12 months, an occasional story has been received but pressure on space has precluded the use of them.

During the last year the branch has been able to repay all debts and mortgages, and the members are happy in the knowledge that they do really own the branch headquarters.

That this has been possible is due to the continued support that the members have given and to the work that the management and social committees have done. The branch is steadily getting new members, and is putting a little bit away for the time when perhaps it needs a larger club.

One stalwart has, through lack of time, had to resign from office. He is Shipmate A. Jones, who has held office in some form or another since the formation of the branch in 1954. Shipmate V. Raine has taken his place as treasurer.

There is a tremendous enthusiasm among the members of the management and social committees that it is obvious that the club will go from strength to strength. By the time these notes appear the annual dinner and dance will have been held. The principal guests included Councillor and Mrs. Watson Cottam, the Mayor and Mayoress of Darlington, and the Chief of Police, Superintendent and Mrs. McGuire.

It had been hoped that well-known personality in the North-East Association activities Rear-Admiral R. M. J. day lunch time.

Hutton and Mrs. Hutton would also be present, but because of illness Admiral Hutton could not attend. The branch looks forward to seeing him again at some future date.

Arrangements are well in hand for the branch's first flower show. Shipmate J. Burn, the branch horticultural expert, is arranging affairs.

The Ladies' Section is still going strong under the direction of the chairman/secretary, Shipmaid Mrs. V. Pemberton who would like to see even more wives of members at the ladies' night each Wednesday.

It has been agreed that when the children's summer outing takes place this year, 20 children from one of the homes in Darlington will be invited to be present. Each child will be placed in the care of a family for the day. It is certain, in view of the acclamation with which the proposal was received, that greater steps will be made in the future to increase the happiness such an act affords these unfortunate children.

A few serving members have visited the club at various times, and the Darlington branch hopes that any serving member in, or passing through, the town will pay the members a visit on any Thursday, Friday, Saturday or Sunday evenings or Saturday and Sunday lunch time.

Admiral at Pembroke House, Gillingham



Prior to relinquishing his Command as Commander-in-Chief, The Nore, Admiral Sir Robin L. F. Durnford-Slater, K.C.B., and Lady Durnford-Slater, visited Pembroke House, Gillingham, to say goodbye to the residents. They are seen here with an ex-chief stoker who will be 92 in June and who joined the Royal Navy in 1888.

There are also in this home, which is run by the Royal Naval Benevolent Trust, three other nonagenarians among the 38 retired naval men. A number of the others are in their late 80's.—(Photograph: "Chatham Observer".)

Salisbury councillors visited H.M.S. Salisbury at Portsmouth on April 12.

PAINTING 'AT HIS FINGERTIPS'

Colourful pictures without brushes

(BY ALAN GREENHALGH)

WHEN it comes to painting without brushes, 68-year-old Shipmate Arthur Smith of Hatfield (Herts.) branch has it at his fingertips. For Arthur, a native of Walthamstow, claims to be one of the few artists who paint with their fingertips, in oils on glass.

Now that he has retired Arthur, who lives at 3 Green Lanes, Hatfield, is concentrating on his hobby, and has done a number of beautiful crests, in colour, for Royal Naval Association branches.

"If anyone ever wants my fingerprints, they won't have to look far—because thousands of my pictures bear finger and thumb prints in oils," he chuckled.

It was way back in 1927 when Arthur saw a young apprentice dabbling with oils on glass, and decided to try it himself. "I found I had a real knack for it, and I have always enjoyed it," he said.

Since then, Arthur has completed thousands of pictures and illuminated addresses. He has also done a beautiful copy of the BBC crest—as a memento of the time he beat the "What's My Line" panel.

SHIPWRECKED FIVE TIMES

But Arthur Smith reckons he is lucky to have lived to enjoy his hobby of painting on glass. For in a total of 21 years' service in the Royal Navy, he was shipwrecked no fewer than five times!

He was on board H.M.S. *Sentinel* when it was rammed and sunk in 1915, the *Fervent* when it was torpedoed in 1916, and the *Acheron* when it was sunk by gunfire off Terschelling in 1917. So when two minesweepers were blown from under him by mines, Petty Officer (Seaman) 1st Class Smith was by way of being an expert.

In his lifetime, he has also had pneumonia five times. "But I don't let these little setbacks get me down," said Arthur, who is known as one of Hatfield branch's cheeriest shipmates.

He came out of the service in 1924 after doing 16, and one year as a boy aboard the *Arethusa*. Altogether, he had 33 ships.

Even in the last war, Arthur Smith couldn't get away from the Navy. He started the Welwyn Garden City unit of the Sea Cadet Corps in 1942, when he was commissioned as a Sub Lieutenant. Later that year he rejoined the Royal Navy, was promoted a Lieutenant, and for four years was a F.O.G.O., helping to organise transport and supplies for D-Day.

One of his proudest possessions is a terse telegram from Whitehall, which says simply "Please communicate with



Arthur Smith, of Hatfield, with one of his pictures.

office at once—Churchill."

Another proud possession is a written message from the present Queen, who was then Princess Elizabeth, complimenting him on the crest he designed for the Sea Rangers' ship *Duke of York*.

A curio he still has is a cigarette which was one of a packet sent to the forces in 1914, with a Christmas greeting by the then Princess Mary.

Mrs. Smith has been ill for some time, so Arthur is head cook and bottle washer nowadays. "Good job I'm an ex-mateot," he says. "I keep the galley shipshape and Bristol fashion—but I'm finding out that a man's work is never done!"

DON MURRAY CUP FOR DARTFORD

A REPORT from the Dartford Branch of the Royal Naval Association says that the branch is making steady, but excellent, progress. Each month shows an increase in membership.

The branch has been awarded the Don Murray Cup—the honour awarded to the branch which is adjudged to have made the most progress during the year in No. 2 Area.

Yaxham and Heron men at Bridport

THE Bridport Branch of the Royal Naval Association held its annual dinner on March 18, the president, Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B., and the principal guests being piped "aboard" in traditional style.

There were 92 present and among the guests were the Mayor and Mayoress of Bridport (Councillor and Mrs. E. P. Lambert), the branch vice-president, Capt. E. W. Whittington-Ince, C.B.E., R.N., and representatives of the Bridport branches of the British Legion and the Royal Air Force Association. Other guests included members of the crew of H.M.S. *Yaxham* and members of the C.P.O.s. Mess, H.M.S. *Heron*.

After the dinner there was a dance and a general "get together" which was most enjoyable and reflected great credit on Shipmate W. Cast, the branch's secretary.

Toastmaster was Shipmate J. Richards, the Quartermaster, Shipmate R. England, and the M.C. for the dance was Shipmate J. McDonald.

Leamington raises £100 for Old Age Pensioners

IN answer to a recent appeal by the Mayor of Royal Leamington Spa to raise funds for a new centre for old-age pensioners, the Leamington branch of the Royal Naval Association, as usual, promised to assist.

The branch took over the Town Hall on the evening of April 24—it was filled to capacity—and the magnificent sum of £100 was handed to the Mayor.

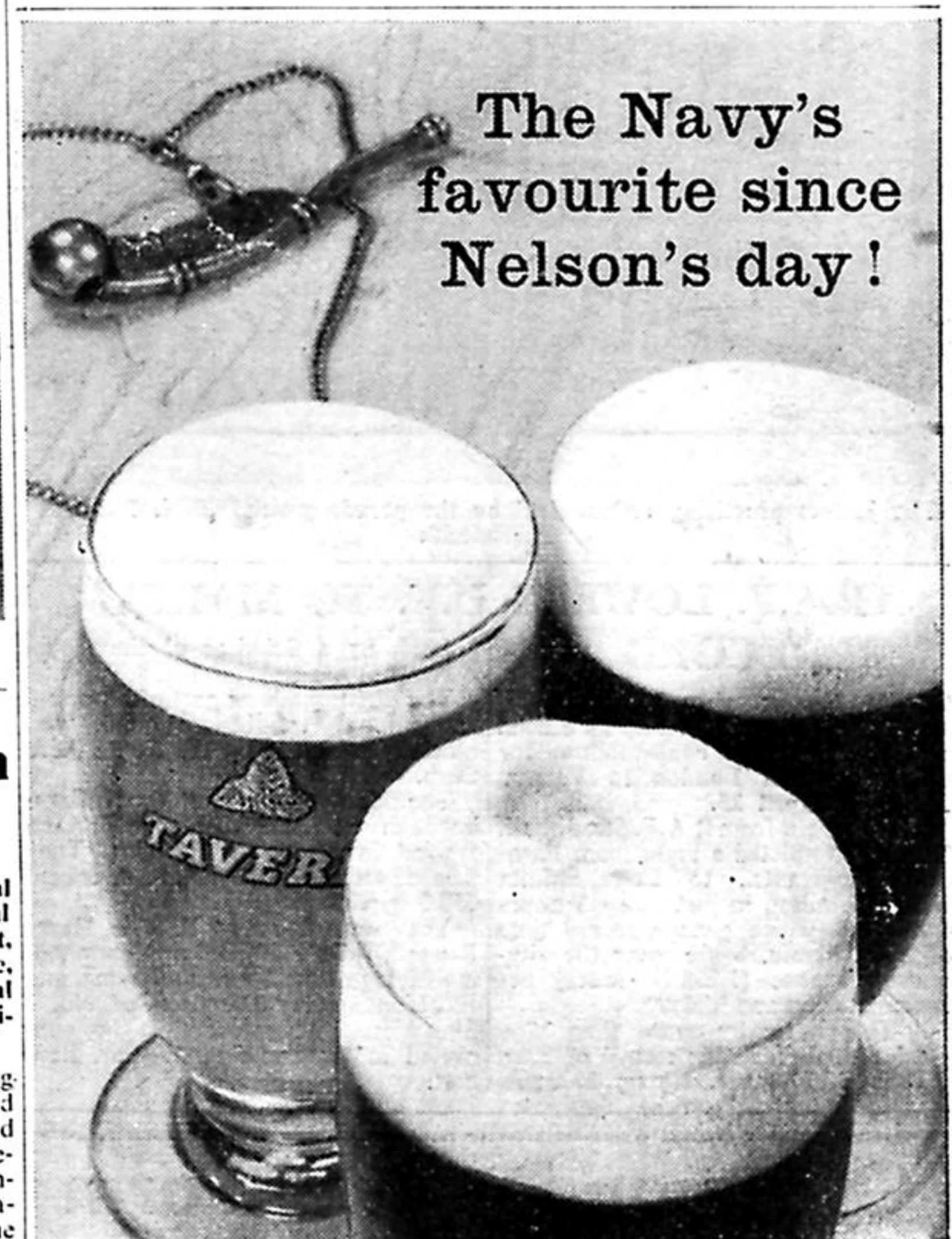
This was a fine achievement by the branch under the auspices of Shipmates Harry Finch and Arthur Lewis, for apart from this effort it has already donated £100 to the Area Funds towards the cost of the 1963 conference

and has made cash donations to all local charities.

All this money has been raised by a very small committee of five, since September, 1960, and the gratitude of the No. 8 Area Council, the branch and members alike cannot be expressed too much.

Surely if one small branch in the smallest area can achieve such splendid results cannot every branch do something similar for and on behalf of the Association and so put it on the right side of the balance sheet. An effort like this once a year by each branch could turn the tables.

The Navy's favourite since Nelson's day!



SIMONDS BEERS

BREWED TO PERFECTION

Simonds beers have been enjoyed and appreciated since Nelson stood on the quarterdeck, and today, the top favourites in the Navy are Tavern Ale, Milk Stout and Berry Brown. They're good, strong beers—all of them! Have some today!

Royal Tournament will depict life in Nelson's men o' war

IN addition to the annual Field-Gun Competition, the Royal Navy's second display at the Royal Tournament this year depicts some aspects of life on board a man-o'-war of the early 19th century, and is being performed by 95 juniors of all branches, dressed in the costume of the period.

The training is being carried out at the Royal Naval School of Physical Training, Portsmouth, under the watchful eye of their chief instructor, Petty Officer D. McGaw.

ALTMARK BOARDING

The display has three main phases: Cutlass Drill, Boatswain's Calls, and the Hornpipe. The cutlass drill is that which was taught to seamen 100 years ago and includes demonstrations of both the attacking and defensive positions. The whole culminates in a session of free play where the boys engage each other in a mock fight. Considerable skill and courage are required in this section as the cutlasses are real, their weight 2 lb. 6 oz., and the participants wear no protective clothing.

It is of interest to note that although in many of our minds the cutlass was a weapon used by our grandfathers, its last recorded use was in the daring boarding of the German prison ship Altmark by the men of H.M.S. Kelly in 1941.

The Boatswain's calls are being

performed from a model poop deck of a 19th-century ship. This method of passing orders at sea has stood well the passage of time, and even today in this modern electronic age, has its place in every ship's routine.

After the work, play comes in the form of dancing the Hornpipe. The singing of sea shanties and dancing were the favourite pastime of our forebears to help pass the many days they spent at sea. The display is set to a melody of sea songs and the traditional dance depicts many of the actions performed daily by the men.

VISITS

To serve as a break from the monotony of continuous training a number of visits have been arranged to places of interest in the local area—Southampton Docks, Arundel Castle, Smith's Crisps Factory and Portsmouth City Guildhall have so far been visited together with a number of ships in the Dockyard. Some of the boys have had a day at sea in H.M.S. Wakeful and others have been flying in a Devon aircraft from Lee-on-Solent. The first week in May will see a large party descending on the New Forest for a weekend's expedition training.

Morale is high and everyone is looking forward to going to Earls Court on May 28, and hope to see many naval supporters there.



Petty Officer R. E. C. Saunders, in the rig in which the juniors will perform, on board H.M.S. Victory

Two-hundred-year-old naval yard to close

PLAQUE UNVEILED

A COMMEMORATIVE plaque, marking more than 200 years of Naval history, was unveiled on April 24, at the Royal Victoria Yard, Deptford, by Rear-Admiral A. H. C. Gordon-Lennox, Deputy Chief of Supplies and Transport at the Admiralty. The Yard is to be closed by the Navy, in June, as part of the Board of Admiralty's plans to economise in shore support, and only a small store depot will be retained.

Victualling of the Navy was originally carried out from a site on Little Tower Hill where the Royal Mint now stands, but the Admiralty set up a Victualling Yard in Deptford in 1742, after King George II was told, among other complaints of the Tower Hill Yard, that "there was not room sufficient to lay in a store of hoops,

twigs and flags . . . neither was there sufficient and convenient room for the well and sweet slaughtering, cutting, saving and keeping of the beef and pork required."

The Deptford Yard was renamed the Royal Victoria Yard in 1858, after Queen Victoria had commanded the change following an official visit there.

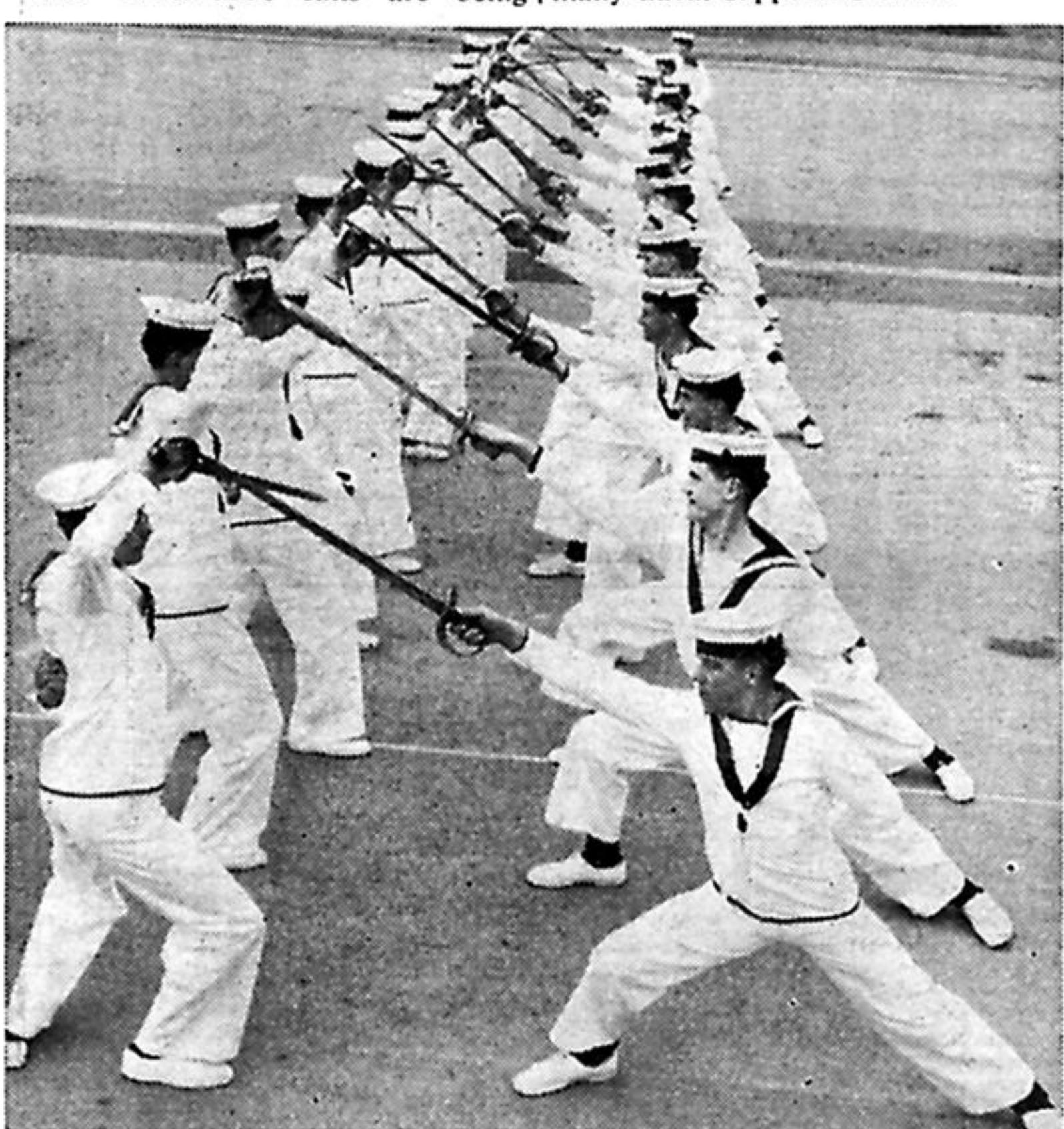
Before modern methods of preserving in cans and refrigerators were known, the Royal Navy substituted largely on "hard tack" biscuits and salted meat. The biscuits were baked from meal ground at Deptford, and the ancient ovens are still in existence there although now turned to other uses. Cattle were taken there for slaughter and the meat salted and stored in casks to await issue to the fleet.

The Royal Navy's rum was also stored and blended at Royal Victoria Yard until recently and, until destroyed by air raids in the last War, the Deptford chocolate mill made and packed all the Navy's cocoa.

Considerable damage was sustained by the Yard during the last War and a number of buildings dating from the 18th century were destroyed. Many of the old buildings still remain, however, and the L.C.C. intend to preserve two blocks fronting the river in their redevelopment scheme for Deptford.



The juniors practising the hornpipe



The juniors practising cutlass drill on the parade ground, R.N. Barracks Portsmouth

R.A.F. LOWERS U.K. TO MALTA RECORD

TWO Hunter aircraft of R.A.F. Fighter Command set up an official record, subject to confirmation, for the flight from London to Valetta, Malta, on April 25.

The aircraft, from R.A.F. Stradishall, Suffolk, completed a flight from Farnborough, Hants., to Luqa, Malta (1,305.33 miles), in just under 2 hours 4 minutes, which gives a record time of 2 hr. 3 min. 8 sec. over the city-centre distance (1,298.14 miles) between London and Valetta.

This beats by more than nine minutes the existing record of 2 hr. 12 min. 27.3 sec. set up in June,

1958, by a Scimitar of the Royal Navy.

The flight, made as part of a normal navigational training exercise, was officially observed by the Royal Aero Club.

The Hunters took off from Farnborough at 1152 hrs. B.S.T. and arrived in Malta at 1356 hrs. They flew direct at 40,000 ft. and averaged 633.3 m.p.h.

They were flown by W/Cdr. Harry Bennett, A.F.C. (39) Officer Commanding Flying of the Stradishall Wing, and Flt/Lieut. Harry Davidson of No. 1 Squadron. The record will be submitted in the name of W/Cdr. Bennett.

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ECHOES FROM THE PAST



Can any reader give any details regarding this picture? It is undated but was taken in front of the Clock Tower in the Royal Naval Barracks, Portsmouth. To the left, not shown above, is the green, and bandstand, now occupied by Trafalgar block, the Chief Petty Officers' and Petty Officers' new block. The only known fact is that the officer with the cutlass is a Lieut. Barrett. He appears to be about to cut a piece of wood without breaking the clay pipes in the mouths of the two sailors.

At first glance it might be thought that the lady was a Wren of the First World War, but surely their dresses were not so long—or so tiddley? Another reason for thinking she is not a Wren is that on the left of the original picture, again not shown, is an officer with a lady and her dress is sweeping the ground and she is wearing a hat of enormous dimensions, and apparently of pre-1914 vintage.

Caesar sails

H.M.S. Caesar, (Capt. H. A. Corbett, R.N.), sailed from Portsmouth on April 18 for the Far East.

On arrival she will become the leader of the 8th Destroyer Squadron with Capt. Corbett as Captain (D).

The destroyer will return to the United Kingdom in October, 1962.

Chief Petty Officer E. B. Bagley was fined £12 and costs after being convicted for careless driving at Bishop's Waltham.

HERMES HOME

H.M.S. Hermes (Captain D. S. Tibbits, D.S.C., R.N.), arrived at Portsmouth on April 19 after service in the Far East.

Britain's newest aircraft carrier, H.M.S. Hermes left Portsmouth last November. She will be taking part in Operation Shopwindow—the operation designed to show how the Royal Navy acts in peace and war—which takes place between June 5 and 9.

Hermes will be taken in hand for a refit later on in the year before re-commissioning.

Queen's sword for Pakistan officer

MIDSHIPMAN Khalid Muhammad Mir received the Queen's Sword from the Lord Mayor of London (Sir Bernard Waley-Cohen) at a passing-out parade on April 10 at the Britannia Royal Naval College at Dartmouth. He is the first officer of the Pakistan Navy to gain this prize, awarded by Her Majesty The Queen each term to the midshipman with the best results both in leadership and work.

Among those watching the parade ground ceremony was the Pakistan High Commissioner in London. His Excellency Lieutenant-General Mohammad Yousuf, and the New Zealand High Commissioner in London, the Hon. T. L. MacDonald.

Four other Pakistan midshipmen passed out from the college on the same day and also young officers of the New Zealand, Australian and Ceylon Navies. Eighteen sub-lieutenants of the Ethiopian Navy, who have spent a term at Dartmouth, also completed their training.

The Lord Mayor of London presented Queen's Telescopes—awarded to midshipmen selected as the chief captain and the best divisional captain—to Midshipman R. Trussell, R.N., of Tunbridge Wells, and Midshipman R. M. Bradley, R.N., of Shrivenham (Berks.). For obtaining the highest aggregate of marks in both professional and academic subjects, Midshipman J. A. T. Maddison, R.N., whose home is at Mullion (Cornwall), received the Queen's Gold Medal.

NAVY PLANES AT PARIS AIR SHOW

ROYAL Naval aircraft will this year be taking part for the first time in the flying display of the Paris Air Show.

On June 3 and 4—the only "flying days" of the show—a formation aerobatic display will be given by Scimitar aircraft of No. 800 Squadron (Lieut.-Cdr. D. P. Norman, A.F.C., R.N.) operating from Le Bourget.

A further display will be given by a Sea Vixen and a Scimitar aircraft flying from H.M.S. Hermes (Capt. D. S. Tibbits, D.S.C., R.N.) in the English Channel. These two will carry out a simulated attack on the airfield with nuclear weapons and then return to their parent ship.

As a finale, four Scimitars, six Sea Vixen and four A.E.W. Gannets will take off from H.M.S. Hermes, fly past in formation over the show and return to the carrier.

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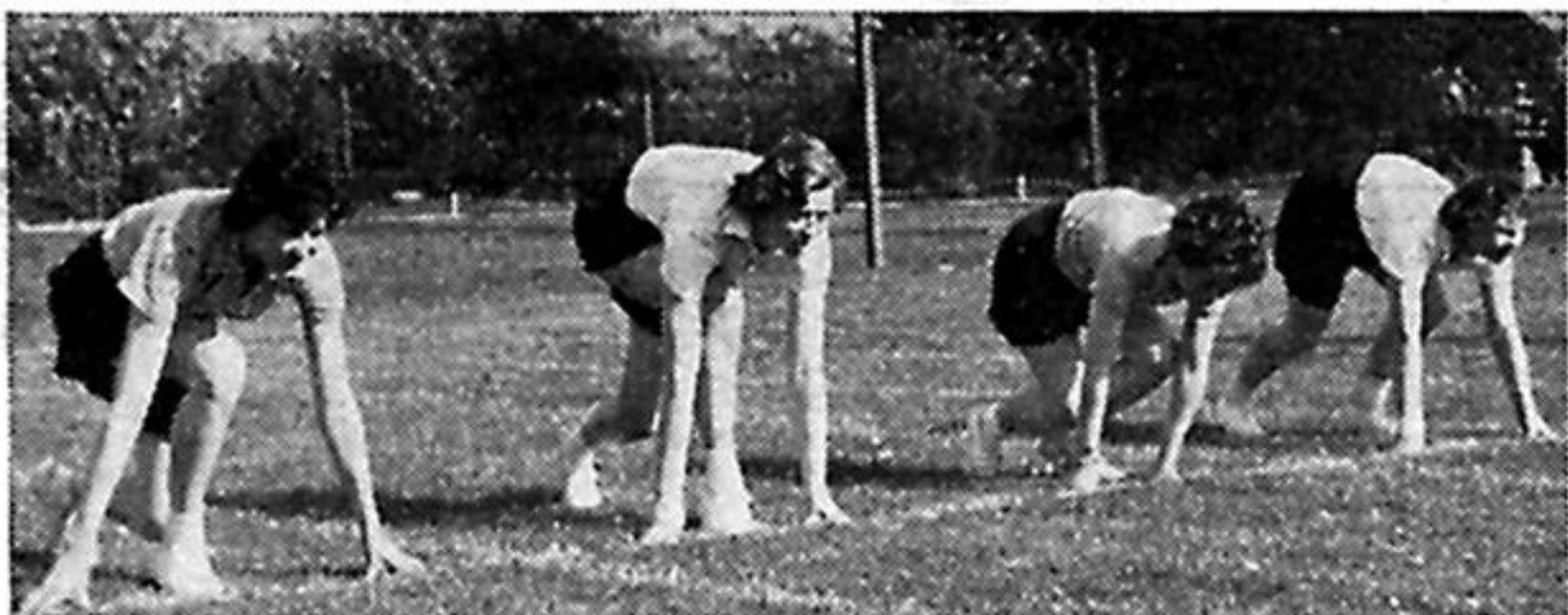
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AN innovation at H.M.S. Excellent is an athletics "Standards" competition. Designed to foster an interest in athletics, each part of ship may enter any number of teams of eight, each member having a go at as many "Standards" as possible with points being awarded according to the "Standard" reached.

The basic standard is deliberately set low so as to encourage as many beginners as possible.

Although it is early days yet and no records have been broken, the response has been most encouraging and teams are out at all hours practicing.

In our picture R.P.O. Ann Keating,

Director W.R.N.S. pays farewell visit to Dauntless

COMMANDANT Dame Elizabeth Hoyer-Millar, D.B.E., Hon. A.D.C. the Director W.R.N.S., paid her farewell visit to H.M.S. Dauntless on April 18.

After inspecting Divisions and taking the salute at a March Past, she addressed the Officers, Ship's Company and Wrens under training in the Assembly Hall.

A brief walk round the establishment was followed by a visit to the Chief and Petty Officer Wrens' Mess and lunch with Superintendent and the W.R.N.S. Officers in the Wardroom.

For the Director's departure, all the officers and ratings lined the route from the Wardroom to the main gate.

and Wrens Jean Massey, Joyce Duckworth and Barbara Plumley are seen practicing 100-yard starts.

These girls are hoping, "Standards" apart, to continue the good work and win for H.M.S. Excellent the Command athletics cup for the third year running and also to continue the good results the unit achieved last term when, in spite of being one of the smallest W.R.N.S. units locally, they were runners-up in the inter-unit netball, hockey and hockey six-a-side competitions losing to H.M.S. Collingwood and H.M.S. Dryad respectively.

NAVY SAILING - 1961

The following is the fixture list for Inter-Service and Inter-Command events for 1961.

Date	Event	Place
June 19/20	Inter-Command 14ft. Admiralty Dinghy Cup	Clyde
	Claud Barry (Helensburgh)	4 boats per team
July 3/4	Inter-Command Keel Boat Cup	Seaview
	Championship (Robertshaw Cup)	I.O.W.
July 15/16	Inter-Service Keel Boat Races (Gold Cup & Coningham Cup)	Seaview
	Gold Cup—one entry per club.	I.O.W.
Sept. 16/17 (18)—spare day	Coningham Cup—4 boats per Service	Portland
Sept. 23/24	Inter-Command Championship (Hillingworth Cup)	Firefly
	R.N. v. The Rest (Final Trial)	Portland
Oct. 7/8	Inter-Service Firefly Championship	Portland
Mid. Oct.	Joint Services v. British Welsh Harp Universities	4 boats per team

It is also hoped to enter representative Naval teams in the Wilson Trophy at West Kirby (May 6/7) and four or five other Firefly events. A match has been arranged versus the Civil Service Sailing Association on July 9 at Littleton Lake, Chertsey.

JOBS FOUND FOR 86 PER CENT

LAST year 86 per cent. of the ex-Regular Service men and women who registered with the Regular Forces Employment Association (National Association for Employment of Regular Sailors, Soldiers, and Airmen) were placed in civilian employment, compared with 81 per cent. in 1959.

Civilian jobs were found for 18,411 of the 21,314 ex-Regulars who registered last year. This represents 1,135 fewer placings and 2,750 fewer registrations than in 1959.

"This fall in registrations was largely due to the reduction in Service releases, which were very much less in 1960 than in the previous year," said Air Vice-Marshal R. S. Blucke, general manager of the Association.

Personnel placed from the different arms of the Services during 1960 were as follows: Royal Navy, 4,677; Royal Marines, 390; W.R.N.S., 16 Army, 7,587; W.R.A.C., 52; R.A.F., 5,626; R.W.A.F., 63.

The work of the Association last year will be reviewed at the annual general meeting to be held at the Royal United Service Institution, Whitehall, London, on May 5.

Sir Ian Jacob, who has had a distinguished military career and was also Director-General of the B.B.C. from 1952 to 1959, will be the principal speaker at this 76th annual meeting of the Regular Forces Employment Association. The Association, whose head office is at 62 Victoria Street, London, S.W.1, has 50 branches throughout the country.

St. Vincent wins Drama Cup

THE result of the Portsmouth Command section of Region B of the Royal Naval Drama Festival, adjudicated by Edgar Metcalfe Esq., between March 13 and 25, was: First, H.M.S. St. Vincent; Second, H.M.S. Collingwood; Third, H.M.S. Sultan; Fourth, H.M.S. Dryad; Fifth, H.M.S. Vernon; and equal sixth, H.M.S. Mercury and H.M.S. Excellent.

The Portsmouth Command Drama Cup was won by H.M.S. St. Vincent.



During recent exercises in the Indian Ocean and Bay of Bengal, ships of six navies—Britain, Australia, New Zealand, Ceylon, India and Pakistan—took part. The picture shows the Indian cruiser Mysore, originally the Royal Navy's cruiser Nigeria (11,040 tons full load), alongside H.M.S. Hermes during the transfer by jackstay of Indian officers to the carrier. Among those transferred was Rear-Admiral Chatterji, the Deputy Chief of Naval Staff, Indian Navy. Hermes returned to Portsmouth on April 19

TWO I.S.B.A. TITLES FOR NAVY

Fleet Air Arm, and the heavyweight, won by P.O. P. James.

In two special contests the Royal Marine J. Chippendale beat Pte. E. Lofthouse on points and A.B. R. Braisher lost on points to Pte. L. Wilson.

Championship results:

Flyweight: Cpl. R. Mills (Army) outpointed Cpl. M. Gushlow (R.A.F.)

Bantam: L.A.C. P. Bennyworth (R.A.F.) beat Dvr. M. Hussey (Army), stopped first round.

Feather: Rfn. J. Head (Army) outpointed A.C. M. J. Lewis (R.A.F.)

Light: Tpr. R. Taylor (Army) outpointed L.A.C. P. McFarlane (R.A.F.)

Light-Welter: Pte. B. Brazier (Army) beat A.B. J. Finley (Royal Navy), stopped second round.

Welter: L.R.E.M. W. Jarvie (Royal Navy) outpointed Tpr. C. Marsden (Army).

Light-Middle: Pte. R. Keddie (Army) outpointed A.C. W. Dearie (R.A.F.)

Middle: Tpr. J. Caiger (Army) outpointed Marine H. Allsop (Royal Marines).

Light-Heavy: L/Cpl. T. Menzies (Army) beat L.A.C. A. Daniels (R.A.F.), stopped second round.

Heavy: P.O. P. James (Royal Navy) beat Cpl. J. Fitch (R.A.F.) in first round.

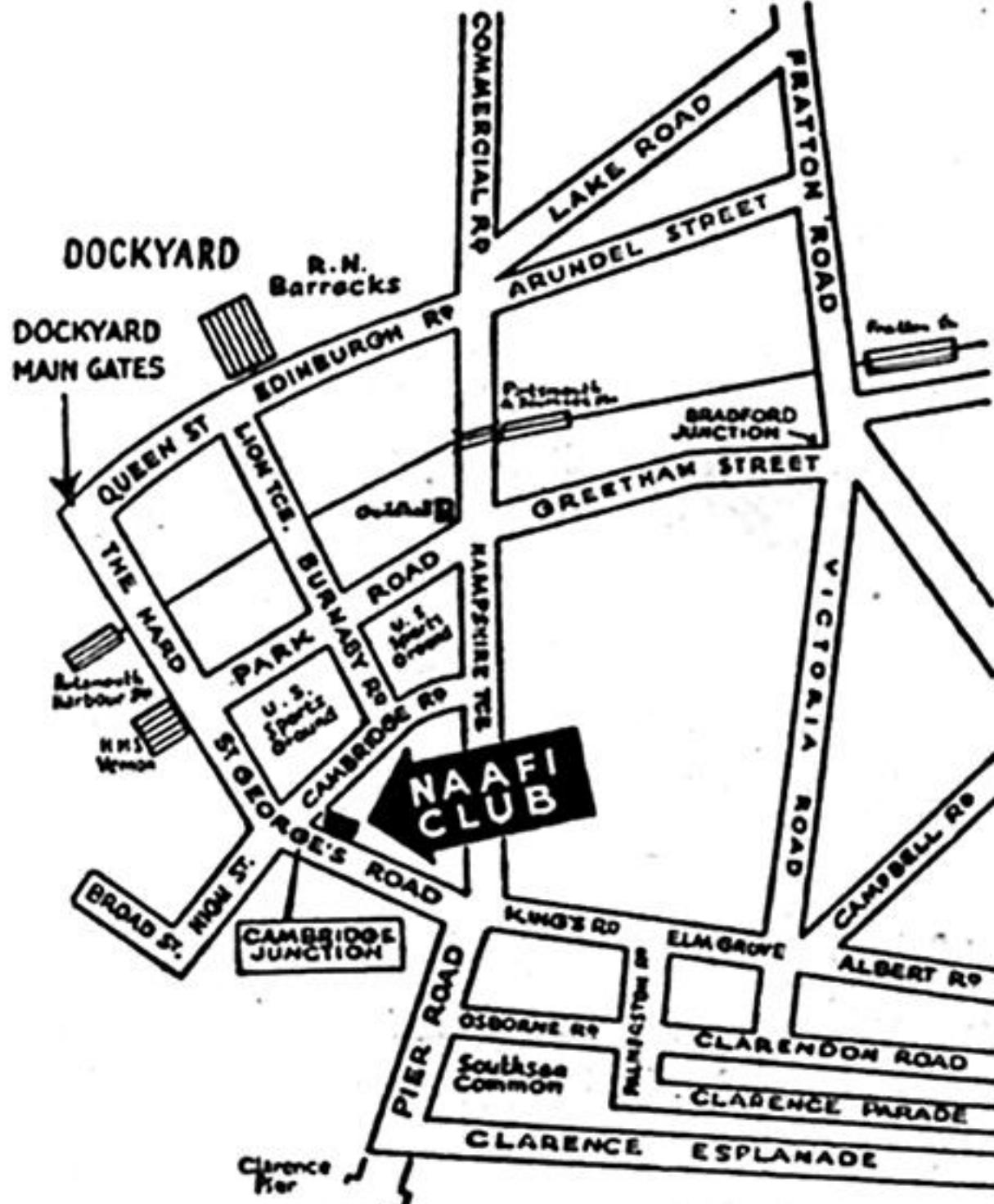
Submarine officer reprimanded

LIUT. Mark Ruddle, R.N., who was Officer of the Watch when H.M. Submarine Alaric struck a sandbank near Sheerness, was found guilty of stranding his ship by neglect at a Plymouth court martial on April 19.

He was sentenced to be reprimanded.

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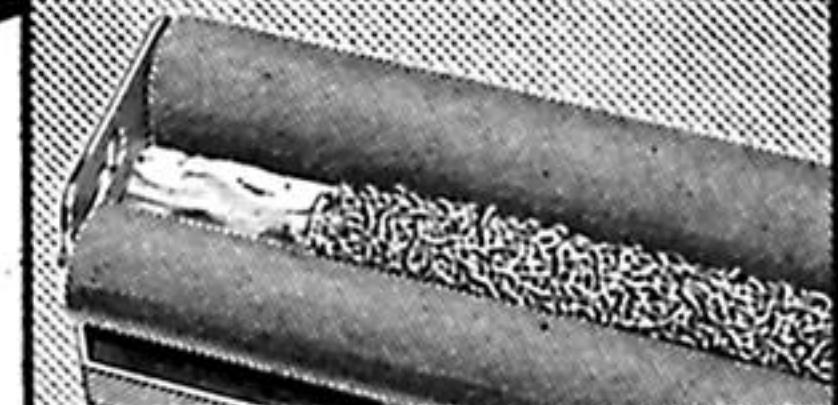
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